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HONGKONG, MONDAY, NOVEMBER 12TH, 1900.

壹拜禮 號式十月壹十年百九千壹英港

PRICE \$2½ PER MONTH

New Advertisements will be found on page 4.

THE PUREST AND BEST CONFECTIONERY.

THE MOST TASTEFUL AND PLEASING

CHRISTMAS CARDS.

A. S. WATSON & CO., LIMITED.

CONFECTIONERS,

HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

CUTLER, PALMER AND CO.

WINE SHIPPERS SINCE 1815. Who have consigned their Brands to Hongkong for over half a century. Apply to G. C. ANDERSON, Hongkong, 13, Praya Central

LANE, CRAWFORD & CO.

SQUARE BOTTLE WHISKY

The sale of this good Scotch increases month by month. It is of Superb Quality and of CUTLER, PALMER & CO.'S SELECTION. Sole Agents for it—

LANE, CRAWFORD & CO.

HONGKONG, 26th July 1897.

JOHN WALKER & SONS' FAMOUS KILMARNOCK WHISKY.

This World-renowned. Fine Old Highland Whiskies are shipped by CUTLER, PALMER & CO., and are obtainable in Hongkong of G. C. ANDERSON, No. 13, Praya Central. Hongkong, 26th July 1897.

CUTLER, PALMER & CO.'S

Price \$10.75 per Dozen

NET

"SPECIAL BLEND" WHISKY

Blend of Selected Distillations of the Finest Scotch Whiskies

Apply to SIEMSEN & CO. Hongkong.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.30 a.m. to 8.30 a.m. Every quarter of an hour
8.30 a.m. to 9.30 a.m. Every ten minutes
9.30 a.m. to 10.45 a.m. Every quarter of an hour
11.30 a.m. to 3.30 p.m. Every quarter of an hour
3.30 p.m. to 6.30 p.m. Every quarter of an hour
6.30 p.m. to 8.00 p.m. Every ten minutes
Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.

Extra Night cars at 11.30 and 11.45 p.m. SUNDAYS.

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Noon to 2 p.m. Every quarter of an hour
2.45 p.m. to 8 p.m. Every quarter of an hour
Night cars at 8.45 p.m. and 9 p.m., and from 9.45 p.m. to 11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the Company's Office, 88 & 40, Queen's Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 1st May 1899.

VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling, consists in having a first class Machine and the above Establishment is always leading in this respect. We are Agents for the famous "NEW HOWE" and "MONOPOLE" CYCLES, and we also supply fitting of every description. Repairs executed with promptitude and skill. Enamelling a speciality.

MCKIRDY & CO., 43 & 43A, QUEEN'S ROAD EAST, Hongkong, 3rd November, 1899.

RUINART PERE & FILS, REIMS

Established 1778.

CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal)

LAITS, WEGENER & CO. Sole Agents.

Hongkong, 17th May 1898.

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

\$5.00 per Cask of 37½ lbs. net ex Factory.

\$3.00 per Bag of 250 lbs.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 2nd July, 1900.

SCHLITZ WORLD FAMED BEER

IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING. TONIC AND REFRESHING.

SOLE AGENTS—

WATKINS, LIMITED,

CHEMISTS, AERATED WATER MANUFACTURERS, AND

COMMISSION AGENTS,

HONGKONG.



JUST LANDED.

EX S.S. "STUTTGART,"

KUPPER'S PILSENER BEER.

Telephone 76.

The most popular of light Beers: there is never any sediment in KUPPER BEER, it is always bright and sparkling.

CALDBECK, MACGREGOR & Co.,

SOLE AGENTS.

15, Queen's Road, Hongkong.

COTTAM & CO.

NEW AUTUMN GOODS.

AMERICAN BOOTS and SHOES.

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HATS, SHIRTS and EVENING GEAR.

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DRESS SHIRTS from \$65.
TWEED LOUNGE SUITS from 35.
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SCOTCH TWEED ULSTERS, for Travelling, from 50.

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A. CHEE & Co.,

17A, QUEEN'S ROAD, HONGKONG.

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC,

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY:—

THE "PALL MALL"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS, THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSEN & CO., HONGKONG.

MANILA CIGARS.

ALWAYS ON HAND THE BEST MARKS

"LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES

J. M. DE ZUNIGA

No. 9, QUEEN'S ROAD, CENTRAL

Entrance, 1st House Street (New Victoria Hotel).

THE VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS. SIMPLE AERATED WATER.

LEMONADE.

SARSAPARILLA.

TONIC WATER.

SODA WATER.

GINGER ALE.

RASPBERRYADE.

LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers. [38a]

UNITED ASBESTOS ORIENTAL AGENCY (LIMITED).

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS, FOR THE UNITED ASBESTOS COMPANY, LTD., LONDON.

CONTRACTORS TO H. M. GOVERNMENT. MANUFACTURERS OF THE BEST QUALITIES OF ASBESTOS PACKINGS &c. "GLADIATOR" Packing for High Pressures. Recognized by leading Engineers to be the best combination of Metal and ASBESTOS ever introduced. Reduces friction to a minimum or METALLIC BOILER JOINTS as SUPPLIED TO H. M. and other FOREIGN NAVIES. ASBESTOS "SALAMANDER" Non-conducting Boiler Covering Composition used extensively by the British and American Navies. ASBESTOS FIREPROOF COLOUR, and TUNNEL PAINT. "SALAMANDER" Lubricating and Cylinder Oils of the Best Qualities. "CAURICEDALE METAL" Anti-friction Plastic Metal, recognized by engineering experts to be the best Metal in the Market.

ESTIMATES GIVEN FOR EVERY DESCRIPTION OF WORK. Chief Superintendent THOMAS SKINNER. Superintendent ARCHIBALD RITCHIE. DODWELL & CO., LIMITED, General Managers

W. BREWER & CO.

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WIDE WORLD MAGAZINE (VOL. 5).

CAPTAIN VOL. 3.

CHUMS, BOYS & GIRLS ANNUAL.

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FATHER TUCK'S ANNUAL.

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BLACKIE'S TOY BOOKS.

CHRISTMAS ARTICLES.

23 & 25, Queen's Road, Hongkong.

PARIS EXHIBITION, 1900.

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(HIGHEST AWARD) FOR SCOTCH WHISKY HAS BEEN AWARDED TO

JOHN DEWAR & SONS, LTD.

SOLE AGENTS—

H. PRICE & CO.

12, QUEEN'S ROAD.

KELLY & WALSH, LD.

CHRISTMAS CARDS FOR HOME MAILS.

BLANK CARDS FOR PRIVATE GREETINGS.

New Designs in Great Variety.

ENGLISH HAND-PAINTED CARDS from 75 cents to 12.00 each.

RICE PAPER CARDS with PIDGIN ENGLISH VERSES.

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A Text Book of Paper Making, by C. F. Cross and E. J. Bevan 7.50

The Man that Corrupted Hadleyburg, by Mark Twain 3.50

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SANDOWS' OWN COMBINED DEVELOPERS.

SANDOWS PATENT GRIP DUMBBELLS. [38a]

PIANOS.

SPECIALLY PREPARED MODELS OF ALL THE FAMOUS MAKEERS.

THE ROBINSON PIANO COMPANY, LIMITED.

CARDOLINEUM-AVENARIUS USED FOR OVER TWENTY YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus, Rot and Dampness.

Sole Agents for China, LUTGENS, EINSMANN & CO., Hongkong, 31st August, 1897.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LIMITED is now prepared to receive perishable provisions for Cold Storage at EAST POINT at Moderate Rates.

Wm. FARLANE, Manager. Hongkong, 17th February, 1899.

Arrivals, Departures and other Shipping Intelligence will be found on pages 5, 6 and 7

INSURANCE.

THE STANDARD LIFE ASSURANCE CO. is one of the largest and best known of the BRITISH LIFE OFFICES. Funds exceed Nine Millions Sterling. Annual Revenues over One Million One Hundred and Fifty thousand. For full Particulars, rates, &c., apply to DODWELL & CO., LIMITED, Agents. Hongkong, 9th November, 1900. [1—al873]

HOTELS.

HONGKONG HOTEL.

A First Class Hotel in every respect. Elegantly Furnished Reading, Music, and Smoking Rooms. Dining Accommodation for 250 persons. Hydraulic Elevators to every floor. Cuisine of the best. Hot and Cold Water throughout. Wines and Groceries imported specially from Europe and America. Electric Lighting in the Billiard Rooms. Wines, &c., cooled by Refrigerator. All Hotel Linen washed on the premises by Machinery. Bedroom Accommodation—132 rooms. Fire Extinguishing Mains on every floor. CHARGES MODERATE. [44]

THE PEAK HOTEL.

City Office: 7, Duddell Street. [1023]

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, THE PEAK, near the Tram Terminus. Tel. 56. For Terms, apply to the MANAGER. Hongkong, 2nd July, 1900. [1029]

THE WAVERLEY HOTEL.

ICE HOUSE STREET, HONGKONG. A FIRST-CLASS PRIVATE HOTEL.

Handsomely Furnished and Exceedingly Spacious Rooms. Very MODERATE TERMS to FAMILIES, by the DAY, WEEK, or MONTH. SINGLE ROOMS from \$4 a day, inclusive of BOARD and ATTENDANCE. [45]

THE CONNAUGHT HOTEL.

A FIRST CLASS HOTEL of 45 Bed-rooms, elegantly furnished. The Hotel is situated near all the Banks and Principal Offices in the Colony. Special Attention paid to the Comfort of Guests. Cuisine excellent; under Experienced Management. Terms Moderate. A. PONSECA, Manager. Hongkong, 1st December, 1899. [46]

HING KEE HOTEL.

(ESTABLISHED 1878) MACAO. THIS First class and well-famed establishment is pleasantly situated in the centre of PEAGA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well furnished Bed-rooms. Cuisine Excellent. Prompt Attendance. Terms very Moderate. L. HING KEE, Proprietor. Telegraphic address "Hingkee". [1019]

VICTORIA HOTEL.

SHAMEN—CANTON. THIS FIRST CLASS HOTEL having been thoroughly renovated, and a new specially built 3 Storey wing added to it, now affords a splendid Accommodation for 40 to 50 Visitors. The Bed Rooms are airy and comfortably furnished and the Dining and Sitting Rooms are spacious and replete with every convenience for Tourists. Excellent Cuisine and best Wines. The Hotel's Boat boards all Steamers on their arrival and departure. Telegraphic address "Victoria, Canton." A. H. C. and A. J. Codes used. MADAR & FARMER, T. F. DA CRUZ, Proprietors. Hongkong, 16th November, 1899. [44]

INTIMATIONS.
BROWN, JONES & CO.
MONUMENTAL SCULPTORS.
 AMERICAN MARBLE.
 ITALIAN MARBLE.
 HONGKONG GRANITE.
 Designs and Prices on application.
 Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOOR.

A. S. WATSON & CO.,
LIMITED.
WINE AND SPIRIT MERCHANTS.

Established A.D. 1841.

SCOTCH WHISKY.

A—THORNE'S BLEND, White Cap.
 sole..... \$10.80
 B—WATSON'S GLENORCHY, MEL-
 LOW BLEND, Blue Capsule, with
 Name and Trade Mark 10.80
 C—WATSON'S ABELOUR-GLEN-
 LIVET, Red Capsule, with Name
 and Trade Mark 12.00
 D—WATSON'S H.K.D. BLEND OF
 THE FINEST SCOTCH MALT
 WHISKIES, Violet Capsule 14.40
 E—WATSON'S VERY OLD LIQUOR
 SCOTCH WHISKY, Gold Capsule 15.00
 THORNE'S BLEND and WATSON'S
 GLENORCHY are high-class Soda Whiskies,
 of greater age than most brands in the
 market.

ABELOUR GLENLIVET is a very old Peat
 Whisky (smoky) and could not now be
 replaced in stock at the price.

D is well known for its fine flavour.

E is of superb quality and pronounced by
 leading local connoisseurs to be the best
 brand in the Hongkong market.

A. S. WATSON & CO.
LIMITED.
WINE AND SPIRIT MERCHANTS.

Established A.D. 1841.

BIRTH.
 On the 2nd inst., at Singapore, the wife of C.
 C. MUL, of a son.

MARRIAGE.
 On the 8th October, at Kuala Lumpur, by Mr.
 A. E. Green, TILDEN ELLIOTT, of Kuala Lumpur,
 to BERNICE, eldest daughter of Mr. George WELLS,
 of Greenwich, England, and recently of Kollagal,
 India.

DEATH.
 On the 7th October, at 37, Kildare Terrace,
 Baywater, after a short illness, of pneumonia,
 JOHN COLIN CAMERON, of Kait, Shanghai
 Bank, Manila, only son of the late JOHN CAMERON,
 Esq., and Frances Hughes CAMERON, of Singapore.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
 LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, November 12th, 1900

WHAT will be the characteristic of the
 Twentieth Century? So far as we can at
 the moment forecast, its distinguishing
 feature will be a struggle amongst the
 nations for the supremacy of the Pacific
 Ocean; yet if we take the analogy of the
 last we should be led to a very different
 conclusion. To all appearance at this date
 just a century ago, the main problem in
 which the world was likely to be concerned
 was the future of Europe in face of the
 military ascendancy of France; yet the
 flame burnt itself out with comparatively
 little effect on the world at large, and the
 only country which permanently suffered
 was France herself, the instigator of all the
 trouble. France has, during the century,
 from being the best organised and strongest
 military power in the world sunk into the
 position of being a mere satellite of Russia
 —the very nation whom after her victory
 at Austerlitz she assumed she had for ever
 made subservient to her interest. Far other-
 wise is the account of the expiring century
 which will be handed down in history. In
 fact the nineteenth century, though it was
 born amidst the struggle of the nations,
 and though during its existence it witnessed
 some of the bloodiest wars in history, will
 in the future leave its deepest traces in the
 realm of mechanics. When it commenced,
 two or three inventions and discoveries were
 just beginning to be spoken of. Watts had
 invented the steam-engine, and LAVOISIER
 and DAVY had erected chemistry into a

science. GALVANI and VOLTA had been
 playing with electricity, but neither they
 nor anyone else had dreamt that there-
 in lay a mighty force which would
 one day change the mutual relations of
 the whole world, and practically eliminate
 time and distance. These, however, and not
 the struggles of the nations, will be the
 causes which to the end of time will make
 the nineteenth century a stepping-stone in
 the progress of the world. Looking at the
 political aspect there are of course great
 and important advances to be noted, but it
 is noteworthy that the greater part of these
 were only rendered possible by the advances
 in the mechanical arts to which we have
 alluded. The most noteworthy of these is
 the growth of the British Empire. When
 the period opened Great Britain was an
 island off the north-west coast of Europe,
 with a single half-conquered dependency in
 India. She had indeed struggled in the
 past to found a colonial Empire, but mis-
 management had alienated her colonies, and
 she had practically given up all thought of
 again attempting the task. When it ends
 we find a British Empire already an
 established fact—not merely nominal during
 the piping times of peace, but able to bear
 the strain of a serious and exhausting war.
 The United States, which less than a quarter
 of a century previously had started on their
 own account as a nation, at its conclusion
 stand out as the most powerful and most
 advanced of civilised peoples, with a popula-
 tion, which although it has drawn on every
 nation in the world, has resulted in forming
 the most numerous and most homogeneous
 people on earth. Germany after her appar-
 ent extinction at Jena has not only turned
 the tables on her then conqueror, but has
 succeeded in rising to the front in all the
 arts which have rendered the century illu-
 strious; and stands as a military nation
 unequalled amongst her fellows. Last, but
 by no means least, we must come to the
 enormous Empire of Russia, the latest born
 of European Powers, but already ambitious
 of dictating to all the rest, and playing in
 the future the part which a NAPOLEON vain-
 ly essayed in the past. As a Power Russia
 was at the beginning of the century practi-
 cally confined to Europe, where, however, her
 territories covered not far short of a million
 and a half square miles, with a scattered
 and rude population probably under forty millions.
 This population was not in any sense homo-
 geneous, and was divided by distances which
 then rendered communication impossible; so
 that when NAPOLEON invaded her she found
 her best and only defence lay in her dis-
 tances, and her want of population. She
 indeed nominally reached across Asia to the
 Northern Pacific, but not the most sanguine
 of her statesmen ever dreamt that these
 inhospitable plains would before the cen-
 tury was over become positive sources of
 wealth and strength. Now at the end we
 find Russia a formidable Power in Europe,
 and not content with this, but laying her
 plans wide and deep for absolute supremacy
 throughout the entire Asiatic Continent.
 All these developments have been rendered
 possible by the advance of the mechanical
 arts, and the ruling power now in our states
 is not the amount of population nor the
 perfection of their government, but the
 extent to which they have progressed in the
 application of the industrial arts, and their
 ability to apply them to the needs of mili-
 tary science. Although Newton published
 his great generalisation of the laws of
 universal gravitation some twenty years
 before the close of the seventeenth century,
 the theories thereby established did not
 make progress till well within the following
 century. In 1843 Sir WILLIAM GROVE in
 like manner propounded publicly his gen-
 eralisation of what he called the "correlation
 of forces." According to this new theory,
 heat, light and electricity were but different
 developments of an energy already existing,
 and which could neither be destroyed nor
 created. Subsequent investigations bore out
 this generalisation; and acting on its mani-
 festations Professor JOULE carried out his
 celebrated experiment, showing the actual
 amount of energy required to raise the tem-
 perature of water one degree. Although
 the experiment threw a flood of light on the
 nature of the vibrations which produced the
 effects known as heat, light, chemical affinity,
 and electricity, it remained for the latter
 portion of the century to show that the
 vibrations of the ether were by no means
 confined to these manifestations. HERTZ,
 RÖNTGEN, BROUQUER, and others showed
 that there were many other modes of etherial
 vibrations than those conceived by the
 earlier investigators, and that for all that
 we know the number might be incalculable;
 and more recently there has been a tendency
 to connect with these the phenomena of
 gravity. Though conceived long ago as the
 natural consequence of GROVE's doctrine of
 the "Correlation of Forces," the old theory
 of gravity as a force of attraction still holds
 general sway; though men's minds are
 gradually being turned to the more logical
 view that gravity, like the others, is but the
 effect of etherial vibrations, and hence that
 all of these so-called forces are but the
 emanations of a common cause, and are
 capable of mutual transformation. Thus

ages ago, the species of energy to which we
 give the name of gravity, acting on a num-
 ber of scattered particles, drove them into
 a restricted space, where their collisions with
 one another set up in place of their original
 vibrations of gravity, a modified form of
 motion called heat. In turn these vibrations
 reflected to the ether assumed the form of
 chemical affinity, and this induced particles
 which had assumed the forms of hydrogen
 and carbon to unite; and under another
 form of vital force to produce vast fore-
 sts. By and bye, these died and got
 buried, but the force that had produced
 them was not destroyed nor diminished,
 but was only hidden for a time. In these
 last centuries man, himself a creature of
 these same forces, comes on the scene, and
 he uncovers the former deposit, and finding
 that it still has some of its original energy
 left, tickles it into burning, which by dis-
 solving the union between the carbon and
 the hydrogen, lets go the energy which as
 chemical affinity had previously enabled
 them to combine. This energy is now in
 the form of heat, and he employs it to
 separate the particles of a certain amount
 of water, which he has placed in a boiler.
 It is precisely the same as if he had used
 the same amount of energy in raising a
 weight to a certain height; the steam is under
 pressure, and in expanding it lets go the en-
 ergy which had been imparted to it. Finally
 the man applies this energy, now become force
 once more to the labour of pumping water,
 of spinning cotton, or of driving a dynamo,
 so once more it is dissipated to go once more
 the everlasting round, and perhaps in some
 far off planet to be employed by some other
 intelligent being for purposes equally suited
 to his conditions of existence.

This is the great problem which the
 twentieth century finds waiting for solution,
 —a correlation of which GROVE had only
 an inkling; and it is not too much to affirm
 that in its solution lies the key to the
 highest mysteries of our existence, as well
 as it may be to the production, or rather the
 transmutation for our use of the vibra-
 tions of the universal ether. Is there to be
 a short cut between the etherial vibrations
 producing the phenomena of universal gra-
 vitation and the driving, say, of a dynamo?
 The question may almost seem irreverent,
 yet upon its solution may depend the future
 of the human race.

The interport shooting match arranged for
 Saturday last takes place on Wednesday.

Home papers report that Mr. Arnot Reid
 was affected by sunstroke on his way home from
 Asia, and was lying dangerously ill last month.

Mr. A. G. Ward will give an Organ Recital
 on Wednesday in St. John's Cathedral, when a
 collection will be made in aid of the Choir
 Fund. Mr. Also Marsh will be the vocalist for
 the occasion.

The first performance by the A.D.C. of the
 three-act comedy *Our Plot* is now definitely
 announced for Saturday, the 24th inst., and a
 second representation will take place on the
 following Monday night. Rehearsals have been
 proceeding busily for some time and all pro-
 mises well for the opening night.

The following notification appears in the
Gazette—The Hongkong Regiment—Lieut-
 enant H.S. Moberley, Indian Staff Corps, wing
 officer, to be quartermaster, vice Captain A.C.
 J. Campbell, the Duke of Cambridge's Own
 (Middlesex Regiment), wing officer, who has
 vacated that appointment.

In the match, Hongkong A.F.C. v. R.A.
 Cos. to-day, at 4.15 p.m., the following will
 represent the club:—Goal—W. H. Howard;
 backs—W. H. Russell and A.N.E. half backs
 —C. T. Kew, S. L. Jenkins, and J. W. C. Bon-
 nar; forwards—J. E. Lee, F. M. Browne, R.E.,
 J. F. Noble, T. V. Treagar, (5th J.H.C.), and
 A. R. Low. Mrs. Lockhart has kindly con-
 sented to present the Six-a-side Cup and medals
 prior to the match.

The new P. & O. s.s. *Sebrona*, though, as told
 elsewhere, she did not run into the typhoon
 had rough weather all the way up to Hongkong.
 She shows, however, but very slight signs of ill-
 usage. The *Sebrona* is not, as has been stated,
 pretty widely in the press, definitely intended
 as yet to inaugurate a new service of boats for
 the Far East. Her trip is more of the nature of
 an experiment. In type she is an improved
Malta, and passengers say that she is a very
 comfortable boat.

Although, for the convenience of the troops
 serving in Northern China under the command
 of Lieutenant General Sir Alfred Gaselee,
 Field Post Offices have been established, at
 which postage stamps are obtainable, says the
L. and C. Express, it may often happen that
 soldiers at the front are not within reach of
 these offices, and cannot, therefore, prepay their
 correspondence. In these circumstances it has
 been ruled by Her Majesty's Government that
 soldiers actually serving at the front may be
 allowed, within reasonable limits, to send
 letters home free of charge, the postage, which
 under ordinary circumstances is recoverable
 from the receiver of the letter, being debited
 against Army funds. All correspondence from
 the United Kingdom for the troops in China
 should be sufficiently prepaid; but in cases in
 which the postage is deficient every assistance
 will be given, notwithstanding, by the postal
 authorities to ensure delivery to the addressee.
 The concession noted above is not applicable to
 correspondence from (or to) Hongkong.

The importation of horses from Singapore
 into Malacca has been prohibited until further
 notice.

All ships, junks, and other vessels are warned,
 in the *Gazette*, that torpedoes will be run off the
 Kowloon range from to-day until further notice,
 between the hours of 8 a.m. and 4 p.m. daily.

A notification is published in the *Gazette* of a
 telegram from the Governor General of Indo-
 China, announcing the rescinding on the 8th
 inst. of the decree of the 3rd May, declaring
 Hongkong infected with plague.

Two cases of cholera were reported at the
 Lunatic Asylum, Singapore, on last Friday
 week. Two more cases were found in a boat off
 Beach Road, both men being dead. They had
 come from Palembang to Singapore.

Arrangements have been in progress for some
 months past for the holding of a Military
 Exhibition at Earl's Court next year. A pre-
 liminary committee of distinguished military
 men has already been formed.

The Canadian Militia Department has accep-
 ted an order from the Indian Office for 2,000
 tons of firewood for China. The consignment
 was to be despatched at once from Vancouver.
 £40,000 has also been called in payment of
 great-coats, moccasins, and socks sent to China
 from Canada.

The following British war ships were placed
 on the non-effective list last month.—The
Audacious, battleship, the *Invisible*, battle-
 ship, the *Achilles*, cruiser, the *Raleigh*, cruiser,
 the *Active*, cruiser, the *Volage*, cruiser, the *Hydra*,
 coast defence ship, and the *Scorpion*, coast de-
 fence ship. We understand that H. M. S.
Wivern has also been condemned.

Messrs Jardine, Matheson and Co. informed
 us on Saturday that they were in receipt of a
 telegram from London that the Board of
 Directors, Indo-China S.N. Co., Limited, have
 declared an interim dividend of 8 shillings per
 share, free of income tax, for the current year.

On the 10th ult. the Russian transport
Kharlov, conveying six companies, two regiments,
 and 24 officers of the Manchurian Frontier
 Guard, left Novo Rossisk on Wednesday for
 Vladivostok, and the British steamer the *City*
 of Bombay, with 35 officers and 1,920 men of
 the Manchurian Frontier Guard on board, left
 Odessa on the next day for China.

Orders were received last month at the School
 of Military Engineering, Chatham, for drafts
 of Royal Engineers to be prepared for Malta,
 Bermuda, Mauritius and Singapore. Col. Fuku-
 hara, of the Imperial Japanese forces, on the
 11th ult. visited the School by special
 permission from the War Office. He was shown
 over the establishment by Major Jackson, R.E.

The *Times* of Ceylon learns that Mr. H. L.
 Crawford, who is due back in Colombo on the
 2nd prox., will be appointed Special Com-
 missioner to deal with the question of Buddhist
 Temporalities to which H. E. the Governor
 made reference in his recent address to the
 Legislative Council. Mr. Crawford's perma-
 nent post is, as is well known, that of Principal
 Assistant to the Colonial Secretary, but Mr.
 Thiburnt will continue to hold the acting
 appointment.

The Norddeutscher Lloyd Steamship Com-
 pany have just inaugurated a new service be-
 tween Australia and China and the Straits.
 Two lines have been started—one from Sydney
 via the Caroline Islands to Hongkong, and the
 other from Sydney via New Guinea to Singa-
 pore—the *Manchen* running on the former line
 and the *Stettin* on the latter. The service
 between Europe and Australia via Colombo is
 shortly to be enlarged from a monthly to a
 three-weekly one. This service will be started
 as soon as some of the steamers of the Company,
 which have been chartered by the German Go-
 vernment for transport work between Germany
 and China, are released from their contracts.

General Sir A. B. Stransham, G.C.B., late of
 the Royal Marines, who died on 6th ult. at Ealing,
 in his ninety-fifth year, had a distinguished
 career. He took part in the China Expedition,
 1840-41. He was adjutant and brigade major
 at the attack on Chuenpee, commanded the
 Royal Marines at the storming of the Whampoa
 Batteries and at the reduction of Macao Fort,
 which he garrisoned and commanded. At the
 capture of several small forts on March 17,
 1841, he was severely wounded by an explosion,
 and afterwards received mention for his gallan-
 try. He was adjutant at the capture of Canton
 and until the end of the war. For these ser-
 vices he received the brevet rank of major on
 obtaining his company.

Quite a number of French troops while being
 conveyed to China in the various French trans-
 ports, have deserted at the coaling ports, and
 although many have been re-captured, there are
 a good few still at large. The latest from
 Colombo is contained in the local *Times*
 of the 25th ult. thus:—Three Italians, six
 Germans and an Austrian, among the troops on
 board the French transport *Colombo*, which
 arrived in harbour last evening on her way to
 China, effected their escape from the transport
 by swimming ashore at night. Two were
 arrested by the Police in the Pettah, one at
 Kotabena, one at Modera, and the rest in
 lighters in the harbour and at Galle Buck. All
 the deserters, numbering ten, were brought to
 the Fort Police Station this morning, and an en-
 quiry was held by Major Knollys, Inspector-
 General of Police, at 11.30, when the French
 and German Consuls were present. The men
 refused to go on board, but were advised by
 Major Knollys to do so. The men were eventu-
 ally given in charge of the French Consul,
 who sent them on board.

TELEGRAMS

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

SHANGHAI, 11th November, 7.55 p.m.

TUNG FUHSIANG THREATENS REBELLION.

General Tung Fuhsiang, who is now on
 leave at Ninghsia in Kansu, writes to some
 friends at Hsianfu that if the Empress
 Dowager under compulsion of the foreign
 demands proposes to behead him, his only
 resource is to raise a rebellion.

PREPARATIONS IN SZECHUAN.

A Chengtu despatch states that the Sze-
 chuan Viceroy is preparing the palace there.
 It states also that the Empress Dowager
 has recently killed fifteen eunuchs who are
 charged with secretly trying to assist the
 Emperor to escape alone to Peking.

YUAN SHIKAI'S GRATITUDE.

A Chinanfu despatch states that the
 Yuan Shikai, in gratitude for the Allies'
 promise to avoid Shantung, has sent large
 supplies of cattle and sheep for the use of
 the foreign troops.

LONDON, 9th November, 7.55 p.m.

THE CHINA SQUADRON—HONOURS AND PROMOTIONS.

Admiral Seymour has been appointed
 G.C.B.; Captains Bayley (H.M.S. *Aurora*),
 Burke (Orlando), Callaghan (Endymion),
 and Jellicoe (Centurion), C.B.; Vice-
 Admiral Bruce, K.C.M.G.; Lieutenants
 Lowther-Crofton (Centurion), Charrington
 (Alacrity), Mackenzie (Whiting), and Philli-
 more (Barfleur), and Engineer Cockey
 (Centurion) have received the D.S.O.; and
 Midshipman Guy (Barfleur) has received
 the V.C. Promotions are numerous.

LONDON, 10th November, 9.40 p.m.

FRENCH PRAISE FOR THE JAPANESE.

M. Pichon, the French Minister at Peking,
 heartily eulogises the work of the Japanese
 troops in the events leading up to the cap-
 ture of Peking. Their bravery and intelli-
 gence and their knowledge of the Chinese
 were of infinite service to the cause of
 civilisation.

LORD SALISBURY ON CHINA.

Lord Salisbury, speaking at the Guildhall
 Banquet, stated that if the objects of the
 Anglo-German Agreement could be achieved
 he did not know that the issue of the China
 problem need concern us in England very
 anxiously.

THE WAR IN SOUTH AFRICA.

LONDON, 9th November, 7.55 p.m.

DE WET SEVERELY DEFEATED.

Major Le Gallais and Gen. Knox severely
 defeated De Wet's force, 1,000 strong, at
 Bothaville and captured eight guns and 100
 prisoners. The Boer casualties left behind
 on the field of battle were 25 killed and 80
 wounded. The British lost 11 killed and
 35 wounded. Major Le Gallais himself was
 killed.

LONDON, 10th November, 9.40 p.m.

FLIGHT OF STEYN AND DE WET.

The Boer prisoners taken at Bothaville
 say that Messrs. Steyn and De Wet are in
 full flight.

REUTER'S SERVICE.

LONDON, 8th November.

MINISTERIAL APPOINTMENTS.

Mr. G. Wyndham has been appointed Sec-
 retary for Ireland; Mr. Long, Secretary, Local
 Government Board; Viscount Cranborne, Under-
 Secretary, Foreign Affairs; Mr. Austen Cham-
 berlain, Financial Secretary to Treasury; Lord
 Stanley, Secretary to War Office; and Mr.
 Arnold Forster, Parliamentary Secretary to
 Admiralty.

PRESIDENT MCKINLEY'S ELECTION.

President McKinley secured 305 votes against
 Mr. Bryan's 142. The Republicans will control
 both Houses.

THE CHINESE QUESTION.

The *Nippon Freigang* states that Russia, France,
 America, and Japan have arrived at an under-
 standing as a counterpoise to the Anglo-German
 Agreement.

LONDON, 9th November.

BRITISH SOUTH AFRICA.

It is officially notified that Major Le Gallais
 surprised and routed the Boers, capturing
 guns with waggons and ammunition. Major
 Le Gallais, Lieut. Engelbach of the Buffs
 Lieut. Williams of the South Wales Borderers
 and eight men were killed, and seven officers and
 twenty-six men wounded. Mr. Steyn and Com-
 mandant De Wet fled in haste.

HONOURS TO THE CHINA SQUADRON.

The Grand Cross of the Bath has been con-
 ferred on Admiral Seymour. Vice-Admiral
 Bruce has been made Commander of St. Michael
 and St. George. Captains Barke, Callaghan
 and Jellicoe, Companions of the Bath. The
 Victoria Cross has been awarded to Midship-
 man Guy, and Lieutenants Lowther-Crofton
 Charrington, MacKenzie and Phillimore have
 received the service order; all for services with
 the China expeditionary force.

LAUNCH OF A JAPANESE BATTLESHIP.

The Baroness Hayashi christened a new
 Japanese battleship the *Mikasa* yesterday, at
 the launch at Barrow.

LOCAL MOVEMENTS.

H.M.S. *Undaunted*, conveying H.M.S. *Fum*
 and the captured destroyer *Taku*, arrived yester-
 day morning from Shanghai, together with
 H.M. storeship *Humber*.

The British transport *Mokowah* arrived from
 Taku on Saturday and left the harbour again
 yesterday.

The *Zibenghia* arrived yesterday from Shang-
 hai.

The German cruiser *Gefion* arrived yesterday
 morning from Canton.

THE HONGKONG COTTON SPIN-
 NING, WEAVING, AND DYING
 COMPANY, LIMITED.

On Saturday at noon an extraordinary meet-
 ing of shareholders in the above company was
 held at the office of the General Manager
 (Messrs. Jardine, Matheson, and Co.) for the
 purpose of considering the financial position
 of the company. The chair was occupied by
 the Hon. J. J. Kennedy, who was assisted by
 Mr. M. Gray, A. Hampt (Committee), T. B.
 Hough, G. Stewart, B. Byramie, T. S. Forster,
 R. M. Mehta, Ho Fook, Ho U. Shang, Cha
 Chan Nam, Hon. Kwai Hin, V. H. Deane
 (Legal Adviser), Jas. McKie (Secretary) and
 A. Shaw (Manager).

The CHAIRMAN said:—Gentlemen, I
 mentioned in the notice calling this meet-
 ing, which has been read, the invitation of
 27th September to shareholders to take up
 Preference Shares has not been practically re-
 sponded to, and we are again met here to-
 day to consider the financial position
 of the company. It may be advisable for
 me to repeat what I said at the Informal
 meeting held on 25th September to the
 effect that after allowing for the estimated
 proceeds of yarn and cotton in stock and
 Cotton in process, etc., the amount advanced
 to the company by Messrs. Jardine, Matheson and
 Co. approximated £1,000,000 and I then added that
 Messrs. Jardine, Matheson and Co. had decided
 not to exceed that amount, although they were
 willing not to press for repayment at present
 if some arrangement could be made to provide
 working capital. At the same meeting
 further intimated that subject to the regular
 quarterly payment of interest on the amount
 they have advanced, and provided that Share-
 holders were prepared to furnish a capital of
 not less than \$300,000, Messrs. Jardine,
 Matheson and Co. would undertake that repay-
 ment of their advance should not be demanded
 before the end of September, 1901. Well
 Gentlemen, the financial position is practically
 the same to-day, we are no nearer relief than
 when we last met, our invitation for applica-
 tions for Preference Shares has been returned to
 a soliciting committee has been returned to
 the company's solicitors as illegal and imprac-
 ticable unless absolutely unanimously sup-
 ported, and all agreed to take up the new
 shares in the suggested new company; and
 suggestions of any kind have been forthcoming
 from Shareholders. I trust, Gentlemen, that
 you are alive to the fact that if you do not
 come forward and protect your own interests in
 some such manner as we have submitted to you
 it will be absolutely necessary to call an extra-
 ordinary meeting of shareholders, at which
 I shall reluctantly have to propose a resolution
 that the company be liquidated voluntarily, and
 that we shall be compelled to adopt with great
 reluctance, if in the meantime shareholders are
 unable to come forward with some proposal that
 will save the situation by finding the working
 capital we have mentioned. It has been the
 wish of the general agents by any possible means
 to safeguard the shareholders and their own
 investment in the company's shares, but you
 business men will perceive that they cannot do
 so indefinitely providing money, and I am com-
 pelled now formally to intimate that unless
 they are forthcoming they will have no option
 but to call as I have already said an extraordi-
 nary meeting to submit a resolution for the
 liquidation of the company. I shall be glad to
 receive any suggestion from shareholders, able
 to answer any questions, bearing on the bur-
 den of the meeting, to the best of my ability.

No questions being asked

THE TYPHOON.

In our special edition on Saturday afternoon we gave some particulars of the disastrous effects of the typhoon with which the city was visited early in the morning of that day. Further enquiries go to show that the loss of life and the damage to property is even more serious than was at first anticipated. No part of the city has escaped. Much of the debris has in the meantime been cleared away from the streets, but on Saturday evidence of the visitation was seen on every hand.

Wreckage was strewn on the lower thoroughfares, broken branches, trees, and small landings on the higher roads, and general debris on the Praya. Of methods there are many in the colony, large and small, but all had experienced disaster. Strong iron telephone posts in Des Vaux Road were bent by the force of the wind to an angle of 35 degrees, and iron lamp-posts had everywhere assumed the most grotesque shapes. The roofs of the houses along the Praya, especially, had suffered most severely. In the harbour much damage was done, the native craft especially suffering, many boats being sunk, and presumably many lives lost. The water early on Saturday morning contained a large quantity of floating wreckage. Two steam-launches were sunk inside the Causeway Bay breakwater. A great number of native craft of all sizes were wrecked and sunk at Yau Ma Tei. The Canton day steamer *Hankow* was unable to leave for Canton on Saturday morning, and there was no steamer for Macao until 5 p.m. Residents who remember the disastrous typhoon of 1874 say that the wind on Saturday was equally as strong, the only difference being that it did not last so long.

The first intimation of rough weather was given at a quarter to twelve on the morning of Thursday, the 8th inst., when the red cone was hoisted, pointing downwards, indicating a typhoon to the south of the colony. At 11.40 a.m. on Friday the red cone was taken down and the black one hoisted, pointing downwards, a sign that the typhoon was within 300 miles. At a quarter past six the same evening orders were received from the Observatory that the community should be warned of what was coming by the firing of a gun. The gun, however, refused to go off, and an intimation was sent round to all the Police Stations, with the result that all were on the alert. Another warning signal was hoisted at half past seven, viz. two white lights in a vertical line. This indicated bad weather and that the wind was expected to veer. At ten past seven on Saturday morning the typhoon was signalled to be east of the colony, and a signal hoisted at 8.40 a.m. showed that it was to the north of the colony. Shortly afterwards things began to quieten down, and at half-past four the black cone was taken down. Yesterday was a beautifully fine day. The amateur photographer taking snap-shots of the wreckage, etc., was much in evidence.

LOSS OF THE DREDGER "CANTON RIVER."

CARPENTER M'LEOY DROWNED.

As daylight on Saturday approached, those in the neighbourhood of the Dock Extension Works heard cries proceeding from the harbour, and it soon became apparent that something had befallen the powerful dredger, *Canton River*, which recently arrived here from Paisley, where she was built by Messrs. Fleming and Ferguson of that city. During one of the stiff gusts of wind the ponderous craft with her massive derrick encumbrances and overhead gear had failed to maintain her equilibrium and had, almost without any warning, listed to port and capsized. As to the precise number of crew, workmen and others who were on board at the time it is impossible at the moment of going to press to give any accurate figure. Those in authority at the Dockyard Extension office say that fifty would be about the number, but that seems to be conjecture. It was known that Captain Scott, who was in command of her, was aboard; as also were the chief engineer, Mr. White; the second engineer, Mr. Thomson; the carpenter, Mr. McIlroy; and the majority of the crew. From the statements of some of them it would appear that all on board were apprehensive of danger as the elements heightened in their fury towards the morning. It must have been very shortly after the dredger had fallen a prey to the elements, and turned turtle, that the look-out man on the *Tamar* observed some of the *Canton River's* crew clinging to the bottom of the vessel, which then resembled a cigar-shaped craft. H.M.S. *Astrea's* look-out also reported the sight of the struggling seamen, and boats from both vessels with volunteer crews put off to the rescue. It was at the greatest risk that the *Tamar's* whaler, with her crew of five under Quartermaster Butler, seemed at every moment to meet with a similar fate to those they were about to save, forged their way through the breakers. However, both boats reached the upturned vessel in time, and together saved twelve, while a number of others were lustily swimming for the shore, carried forward with the swiftly flowing current eastwards towards Murray Pier. Second engineer Thomson was one among the first to reach the forebodings, and two others touched ground at Pender's Wharf. It was well on towards noon before it was known that the carpenter was missing. Up to the time of going to press no further discovery had been made, although the forebodings are being searched for some distance to the eastward and westward. The *Canton River* cost the contractors, Messrs. Panchard, Lowther & Co., £240,000, and as already stated in the *Daily Press*, her apparatus is of the most recent design and constructed upon the latest-known scientific principles of dredging either in sea or river water. When it is considered that in 15 or 20 minutes 150 tons could be put into her hoppers, which had a capacity of 750 tons, it may be well taken for granted that she was an important accession to the deep-dredging resources of the

Far East. The work of raising her has already been commenced. Our representative interviewed Captain Scott, master of the ill-fated dredger, on Saturday morning, and gleaned the following few facts. All hands were kept busy from twelve o'clock on Friday night in the effort to save the vessel. Seas washed over her continuously, and the engineers toiled to keep the water down. The cargo, in addition, was let go, but all to no purpose. The vessel listed heavily to port, and finally overturned completely. As she heeled over, the men kept crawling round her, and finally perched on the vessel's bottom, where they clung from three o'clock until half-past six, when a boat from the *Astrea* rescued them from their perilous position. The second engineer was swept away when the dredger capsized, but managed to swim ashore. All the crew were accounted for but the carpenter, about whom nothing was known. Captain Scott had nothing but praise for the Chinamen on board, who behaved splendidly throughout and obeyed every order implicitly.

Another version of the catastrophe to the dredger says:—At about 2.15 on Saturday morning the dredger *Canton River*, of Waterford, capsized. She gave a list to port first, and went over by degrees. This enabled the crew to prepare for what was coming. A Chinese cabin boy sprang into the water, and seizing a log, floated ashore. He at once made his way to the Central Police Station, and Sergeant Garrod and Kent and a P.C. accompanied him back to the harbour with the object of rendering what assistance they could to the distressed vessel. The carpenter, McIlroy, also jumped into the water, but the life-buoy which he had put round him getting away he went down, and his body was washed ashore at Kowloon at about ten o'clock the same morning. The crew was composed of six Europeans and seventeen Chinese, and on the dredger capsizing they clung to the keel. They remained in this perilous position for about three hours. At about half-past six a gig from the *Tamar*, in command of Lieut. Butler, went to their assistance. A boat also went off from the *Astrea*, Lieut. Welsh commanding, and together they took off the dredger's crew and landed them alongside Government Wharf. The *Tamar's* whaler also picked up a couple of Chinamen, who were thrown into the water by the capsizing of their boat.

THE FOUNDING OF H.M.S. "SAND-PIPER."

AN ARMOURER DROWNED. Among the vessels which have come to grief in the harbour was H.M.S. *Sandpiper*, which was lying out in the man-of-war anchorage on the Kowloon side. She made signals of distress at about eight o'clock in the morning, and the torpedo-boat destroyer *Otter* went to her assistance. She was, however, unable to prevent her from foundering, but by masterly seamanship succeeded in taking off the crew, damaging her bows with the floating wreckage in so doing. Lieut. Wilkin, who commanded the *Otter*, is to be complimented on the manner in which he handled the vessel. All hands were saved with the exception of a man of the name of Bedford, one of the armourer's crew.

As our readers are aware, the *Sandpiper* was the first twin-screw shallow draught steamer placed on the West River for the suppression of piracy, being commissioned in Hongkong on the 6th of January, 1899. She was a boat of 85 tons, and her indicated horse power was 240. Lieut. H. C. Carr was in command. She was to have left the harbour on the 19th instant.

DAMAGE IN THE PEAK DISTRICT.

At the Peak a good deal of damage was done, most of the houses suffering more or less from the storm and many windows being blown in or out, while the roofs of nearly every house lost a portion of the tiles. The Peak Hospital is badly damaged. The rain came through in torrents, flooding several rooms and two or three windows were blown out, and the porch carried away. Des Vaux and Cameron Villas suffered considerably, roofs, windows, and verandahs in some cases all being damaged. The roof of the Police Station at Mount Gould was partially stripped off. Stewart Terrace would have got off cheaply, had not the wind when at the height of its fury first unroofed and then demolished the whole of the servants' quarters at Nos. 4, 5, and 6. The personal effects of the servants had to be abandoned for the time as the servants only just managed to escape in safety. Mountain View lost many tiles. Chamberlain Road being strewn with them for a great portion of its length, but what damage has been effected on the sky line we have not yet been able to ascertain. Nearly every vestige of the different matchless erected for the accommodation of workmen has been swept away. The roads and channels have not sustained any terrible damage, but the cap of the lamp at Victoria has been displaced. The "Haystack" had a window blown clean out, and at Baker Lodge and Meillon similar havoc was done, while the water passed in through the roofs in several places. The Tram Station at Victoria Gap appears to have stood well, and the Chair Shelter in course of erection has sustained no damage, but of the matchless over the new story being added to the Peak Hotel little remains. Highclere, the residence of Mr. T. F. Hough was blown clean out, the occupants having to leave it. At Mountain View, H. E. the Governor's new residence, four coolies were killed. Mr. Houston, of the Navy Yard Extension Works, was walking down and he was blown over the side of the road, his face being badly cut. The damage done to gardens and plantations is very great. All the young plants and seedlings have been torn out by the wind; the bamboos have been stripped of their leaves and together with plantains tumbled the palls. The telegraph wires are nearly all down, and caution is necessary in walking, as they lie across the roads.

THE DAMAGE IN THE EAST.

A LARGE SAILING SHIP AFFECTED. There is nothing fresh to report for the Wan-chai district beyond what has already been published. The American sailing vessel *Benjamin Seavall*, which dragged her anchors and ran ashore opposite Arsenal Yard in the height of the storm, got off when the wind changed. She is leaking, however, and has a heavy list to starboard. The river steamer *Kong Tong*, which was being off for repairs when she

stranded, is still short of her keel. No. 2 Police Station. Numerous junks and sampans were also run aground, but only one Chinese woman belonging to a kerosene junk that stranded opposite the Bay View Hotel is reported missing. This is the only fatality, and even then only presumed, that Inspector Ford has had reported to him. The apparent immunity of Wan-chai from loss of life may, however, be partly accounted for by the fact that the apathetic Chinese do not as a rule take the trouble to report such matters to the police. The most serious damage to shipping was that sustained by the two new police launches, Nos. 1 and 2. They were lying in the Causeway Bay shelter, but, unable to resist the combined forces of wind and sea, broke from their moorings and dashed into Jardine's Pier, sustaining considerable damage. Both launches have been docked for repairs. On shore the effects of the storm were, comparatively speaking, slight. The Safford House, in course of construction at the corner of Arsenal Street, was blown down, but fortunately no one was about, and the incident was unattended by loss of life. A second building in course of erection near to Praya East Hotel also came to the ground, doing no damage. Several matchless and bamboo poles were carried away. A visit to the military encampment at Causeway Bay elicited the information that the seas completely flooded the camp. The men were drenched to the skin, and the horses, none of which fortunately broke loose, were standing knee-deep in the water. Beyond the blowing down of the hospital tent, no material damage resulted, however.

COLLAPSE OF BUILDING IN QUEEN'S ROAD AND THE PRAYA.

ELEVEN PERSONS KILLED.

The typhoon was the cause of the collapse of several buildings, the most serious affair of this kind taking place in Queen's Road Central. For some time past a considerable number of workmen have been engaged at Nos. 166, 168, and 170, which are being rebuilt. Nos. 166 and 168 had been razed almost to the ground, but the second and third floors of No. 170 were still standing, being shored up by poles, the brickwork underneath having been taken away. The floors in question were used as sleeping places by the Chinese workmen of whom there were said to be 14. At about six o'clock on Saturday morning the supports gave way, and the building came down with a loud crash. A Chinese constable who was on duty near by blew his whistle and No. 5 Police Station being close at hand Sergeant Robertson and the other Europeans there were soon on the spot, together with a gang of coolies in charge of Inspectors McNab and Gould. The first man recovered was dead, but the next two were alive, and four others were also living when they were extricated, and all six were taken to the Hospital. The last one found alive had a most miraculous escape. It was about a quarter past eleven when he was freed. His legs had been seen protruding from the debris for some time, and the police little thought that there was any life left in him. It was found, however, on the removal of the bricks and mortar which surrounded him that his face was pressed against a cross-wall and that he had room to breathe. He was taken out just in time. Altogether 14 bodies were recovered—eight dead and six alive—and this being the number to account for the police stopped work as soon as the 14th man was brought to light.

At seven o'clock a second crash was heard, this proceeding from the Praya. Inspector McNab went down to see what was the matter, and he found that portions of a godown in course of erection had fallen. A match-shed in which there was known to be an Indian watchman was buried in the ruins. The man was formerly in the Police Force, his number being 748. His body was recovered without loss of time, but life was found to be extinct. The dead bodies of a Chinaman and a Chinese boy were also come across.

THE SCENE WESTWARDS.

MORE LIVES LOST.

The western part of the town came in for its full share of the gale, some six or seven junks being made wrecks of and several lives being lost. Most of the boat-people got into shelter at Kennedytown, taking their boats ashore betimes. Anticipating a rough time Inspector Baker doubled the Praya patrol. Kennedytown seems to have caught it first. When Sergeant Dymond went out there at ten o'clock on Friday night the roadway was covered with water. On going down stairs to No. 7 Police Station, opposite the Sailors' Home, Inspector Baker found the charge room crowded with afflicted Chinamen who had come to the station for shelter. About an hour after this a boatman called and reported that while he and his six *chicks* were passing the ruins of the Chap Yik Godown the walls gave way, and three of his men were buried in the ruins. The Inspector and Sergeant Dymond at once made their way to the scene of the disaster. With considerable difficulty they obtained some coolies and the three men were extricated, all, however, being dead. Several junks with valuable cargoes were wrecked and the dead bodies of several of those who were on board were found on the beach. One of these junks had a cargo of oil, valued at between \$6,000 and \$8,000. Hundreds of coolies gathered round the wreckage, and the police arrested several whom they found stealing tins of oil, etc. At Kennedytown the Tung Wah Hospital mat-sheds on the foreshore were broken up, and the mat-sheds covering the War Department's coal heaps also came to grief, the new Police Station close by being also considerably damaged. Sergeant Ritchie and the constable who is stationed there with him expected the building to come down every moment. In Third Street 13 houses which were undergoing alterations and were unoccupied collapsed. A portion of the China Merchant's Wharf has gone entirely and the Canton Wharf is also wrecked. Near the Sailors' Home and on the upper roads trees were uprooted and all the streets were littered with debris, bricks, tiles, and signposts flying about in a manner which rendered it dangerous to go along the streets.

THE DAMAGE IN KOWLOON.

A POLICE CONSTABLE DROWNED.

On the other side the night may well be described as one never to be forgotten. From the wharf at which the ferry-launches arrive all along the western front of the Kowloon peninsula numerous sampans were strewn, mostly in the form of matchwood and blocks of timber. Out east there were a certain number of wrecked sampans on the beach, but they were very few in number compared with those on the west front. From an early hour in the morning hundreds of coolies were engaged, knee-deep along the shore, looking up the wreckage as it was not broken up for some time towards the labourers. No estimate can yet be formed as to the number of deaths, but it must have been very large. No such catastrophe has befallen the unfortunate sampan people for a long time. On the peninsula itself practically all the

houses in the process of building have been wrecked. Walls have been cracked and seats alone in many cases. All that remains to be done in many cases is to pull the runnats down and begin building afresh. Few old houses have sustained more than slight damage, but one near Yau Ma Tei Bay has been reduced to ruins. The inhabitants of Kowloon had a particularly uncomfortable night, being even more exposed to the fury of the storm than those on this side. It was not until a late hour in the morning that any one was able to cross over to Hongkong. The Ferry Launch Wharf was damaged and the Police Wharf at Tim Tsa Tsai had to be utilised. The Victoria Recreation Club was done to the Naval Depot, the tiles from the roofs of the buildings flying about in all directions. Anchored close by are a number of junks laden with coal for the navy. It was feared that these would be swamped and their valuable cargo lost. Accordingly some 40 or 50 barrels of kerosene were thrown into the water, upon which the oil had a decidedly calming effect.

P. C. Duncan, of the Naval Yard Police, lost his life in a gallant attempt to rescue two sampan women whose boat was dashed to pieces against the embankment at the Naval Depot. They were struggling in the water when he threw him a rope, which he seized. A wave carried Duncan and the women out. The men never returned, but Duncan managed to get back twice and was just on the point of getting on to the embankment when a wave came and forced him back, and he was never seen again. Duncan was an old 81st (Argyle and Sutherland Highlanders) man. He had been away from home since 1886, and was looking forward to returning to his home in Edinburgh on duty. He was in the Naval Yard Police at Hongkong for several years up to 1899, when he went to Singapore, returning to Hongkong a few months ago.

RESCUE BY PORTUGUESE SAILORS.

A couple of gallant rescues were made by the crew of the Portuguese cruiser *Adamastor* which was lying off Kowloon. At about eight o'clock on Saturday morning, while there was still a very high wind and heavy sea, three Chinamen were observed clinging to the keel of a capsized junk. On the matter being reported to the Commander, Captain Antonio de Oliveira Andrade, and to the officer on duty, Lieut. Octavio Augusto de Mattos Moreira, orders were immediately given to lower a boat, and in less than a minute a whale-boat was launched manned by 10 willing hands. It gallantly proceeded to the rescue and succeeded in taking on board the three men, although, not without difficulty, owing to the heavy sea which was continually sweeping over the wreck. Later on four more Chinamen in a very exhausted condition were seen clinging on to a spar and again the brave sailors went out and succeeded in bringing them safely on board the cruiser, where no efforts were spared to restore them. One conspicuous amongst those on board was the ship's surgeon, Dr. Carlos Alberto Marques Caldeira, who was unremittent in his kindness to the poor survivors. When the weather moderated the men were sent ashore to the Portuguese Consul, Mr. A. G. Romano, who handed them over to the police.

THE ENGLISH MAIL.

Many rumours were in circulation on Saturday morning concerning the P. & O. s.s. *Sobraon*, which was bringing the English mail and was due on Friday. Telegraphic communication with Gap Rock had broken down and the incoming mail, therefore, could not be signalled. Late in the afternoon, however, she entered the harbour and went alongside her wharf at Kowloon. It appears that she saw very little of the typhoon, getting out of its course when near Lieut. Octavio Moreira in the first steamer to go direct from London to China, with the mail without calling at Bombay. The China Service from London has hitherto been via Bombay, but the *Sobraon*, avoiding the Indian port, has performed the journey in shorter time. The *Sobraon* is a new steamer, and this is her maiden trip to the East. She brought out a large cargo. She will return to London by the same route.

[A portion of the above appeared in our own Special Edition on Saturday.]

POLICE COURT.

Saturday, 10th November.

BEFORE MR. HAZELAND.

"THE PERSEVERANCE" PIRACY.

The two men who were arrested on the 27th ult. in connection with the *Perseverance* piracy were brought up and formally remanded for a week.

IMPOSING ON A RICHSHAW COOLIE.

Wildman Donald indulged in a richshaw ride, and when the coolie asked for his fare, he not only refused to pay up, but got angry and damaged the richshaw. He was asked to explain these little contrivances of the law, and to this invitation replied that he had not the wherewithal to pay the richshaw coolie.

On the first charge defendant was ordered to pay a fine of \$3 or go to prison for seven days, with hard labour; and on the second, to pay the complainant 35 cents compensation or suffer two days imprisonment.

A "HANDY" MAN IN TROUBLE.

Fighting is the handy man's trade, but when he engages in operations on inoffensive civilians, he usually finds himself stranded on a lee shore. One of the crew of the *Perseverance* best *Handy* committed an unprovoked assault on a lunk on Friday, by striking him a blow on the nose, drawing blood. The accused was fined \$5.

LOOTING JUNKS.

A sampan woman was remanded on a charge of looting stranded kerosene junks at West Point early on Saturday morning. Several other arrests for similar offences have been made.

Intelligence has reached us by mail of the shocking murder of Mr. A. B. Wilson, superintending engineer of the Manila Waterworks at Santolan, while he was proceeding to pay his workmen. It appears that Mr. Wilson, a native assistant engineer in company with his wife and four children, was carried with him about \$2,000. He had paid the natives at the Deposito and was on his way to the Santolan pumping station, when he was waylaid on the road, evidently by a band of the notorious lads who infect that district, and shot, the motive being robbery. His body was discovered by the American patrol (who had been notified by the native assistant who accompanied Mr. Wilson) soon afterwards. Eight bullet wounds were found on the body which had been thrown into the muddy field by the side of the road.

BEWARE OF THE PARTY OFFERING IMITATIONS OF MACNIVEN & CAMERON'S PENS.

They come as a boon and a blessing to men, The Pickwick, the Owl, and the Waverley Pen. Sold at all Stations. MacNiven & Cameron, Ltd., Waverley Works, Edinburgh.

LATE TELEGRAMS.

NEWS VIA AUSTRALIA.

THE CRISIS.

Adelaide, 16th October.

Russia, France and America have now agreed to an international arbitration at the Hague with regard to the question of the payment of indemnities by China for the attacks upon the Legations and other outrages.

17th October.

The London Times has published a twenty column description of the siege and relief of Peking, by its special correspondent, Dr. Morrison. The Times accuses the Chinese Ministers in London and Washington of intentionally deceiving the respective governments of those countries with shameless lies as to the true situation of affairs, while the various Legations in Peking were being ruthlessly besieged by the bloodthirsty populace. The publication of Dr. Morrison's graphic narrative has caused a great sensation throughout the whole of Europe, and it is believed, will greatly strengthen the Powers in their determination to depose the Dowager Empress, and execute the Manchu leaders who instigated the atrocities.

20th October.

*Russia is exhibiting very plain indications of great impatience at the continued presence of allied troops in China, and is gradually adopting an independent, isolated, and purely selfish policy.

Bismarck, the new German Chancellor, in a recent speech declared that Germany is in full sympathy with the Emperor's proposed policy in China, and that in carrying this out they will have the support of England, Italy, and probably also Japan and France. He states that these Powers are quite capable of reducing China to submission without the assistance of Russia.

24th October.

Great significance is given to Britain's naval preparations by the fact that Russia is displaying a decided repugnance to the terms of the agreement which has just been concluded between England and Germany. The Russian Press indulges in very bitter comment, and claims that Russia alone is the traditional guardian of the integrity of China.

Both America and France have now signified their willingness to acquiesce in the terms of the Anglo-German agreement. Commenting upon its terms, some of the leading American papers characterise it as Salisbury's finest masterpiece of wise diplomacy.

25th October.

The terms of the Anglo-German agreement continues to engross public attention. Opinions are divided as to whether the agreement is not directly aimed against Russia.

The Daily News publishes an article affirming that all the preliminaries had been arranged for a separate Russo-Chinese agreement, antagonistic to other western Powers.

SOUTH AFRICA.

Adelaide, 18th October.

Small bodies of British troops have met with serious misfortunes in the Barberton and Bethulie districts at the hands of the Boers.

Forty South African volunteers have very cleverly defeated four hundred Boers near the Sabine River. This brilliant feat resulted in capturing of many rifles and utter rout of the Boers.

A great rush of miners is taking place to the Rand goldfields, but this will probably be checked to a certain extent by the announcement that they will be liable to military service.

15th October.

Seven thousand British troops which came from India, are returning there next month.

Dr. Leyds is now endeavouring to complete arrangements for President Kruger's landing in France, with the express object of stirring up French animosities against the French people against England.

Kruger, in reply to an interviewer, has stated his conviction that all will come right for the Transvaal when he reaches Europe.

Portions of the French Press are renewing their bitter attacks on England. It is believed that these attacks are the direct outcome of a further liberal distribution of gold by Leyds.

16th October.

The Boers are still causing great trouble in the Lindley district. Their latest feat is the killing of two British officers, whom they entrapped by a piece of black treachery.

The West Kenters succeeded in giving the enemy a very disagreeable surprise at Frankfort on Saturday last, a number of Boers being killed, wounded and captured.

News from the Mafeking district states that the Sydney Bushmen have been engaged in a severe skirmish. Several Australian casualties are reported.

17th October.

Many of the most influential burghers are again trying to convince Botha and Dewet as to the futility of any further resistance on their part, which only seems to prolong a situation which is growing unendurable.

Documents discovered by the British in Pretoria show that the Netherlands Railway Company organised the volunteer force which destroyed a number of the railway bridges and many miles of railway lines.

A statement is freely published in America to the effect that a prominent Bryanite has received twenty-five thousand pounds from Kruger to assist in promoting an American pro-Boer agitation.

18th October.

Roberts, in a special address to the Australians at Pretoria, said he needed their services for some time longer as they were so badly needed.

Kruger's luggage has been placed on board the Dutch cruiser *Gelderland*, after the Portuguese authorities had instituted a strict search of his papers.

19th October.

News comes to hand from the Cape of a crushing disaster just sustained by a Boer commando. Colonel Bethune succeeded in cleverly ambushing the commando near Vryheid, and allowed the Boers to get within short range before opening fire. Sixty Boers were shot dead, thirty-five others more or less severely wounded, and sixty-five taken prisoners. This victory may be taken as amply avenging the disasters sustained by Colonel Bethune's brigade in May last, when they suffered under somewhat similar circumstances.

Skirmishes of a bitter and bloody character are occurring almost daily in the Wepener, Ventersburg, and Standerton districts, in which the Boer losses have been invariably heavier than those sustained by the British forces. Far more casualties are occurring on both sides in this guerrilla warfare than occurred in the larger operations.

The War Office has issued a notification to the effect that the British forces will remain in the field till the last Boer commando has been destroyed.

Botha's brother, with a number of followers, has just surrendered at Volksrust.

Instances of gross and treacherous abuse of the white flag by the Boers are again becoming of frequent occurrence.

20th October.

It is now authoritatively stated that Kruger intends landing at Marseilles, where preparations are being made to give him a tremendous reception. Michael Davitt and other of the

leading Irish Nationalists, have prepared an elaborate address for presentation on this occasion, in which they express their sympathy with the Boers and their grief at the reverses which they have sustained.

22nd October.

Paul Kruger has taken his departure from South Africa in the Dutch warship sent out for that purpose. The President of France and the King of the Belgians are reported to be taking strong measures, with a view to preventing, in their respective countries, the proposed gigantic manifestations of popular ill-will against England, which were to have taken place on the occasion of Kruger's landing. With this end in view stringent orders have been given that he is to be welcomed only as a private individual.

The loyal residents of Pretoria are urging that Lord Roberts should issue a decisive proclamation to the effect that the property of all burghers remaining in the field will be irretrievably confiscated unless they surrender before a certain date, arguing that such a course will go far towards shaking those still remaining in arms.

23rd October.

Just upon the eve of his departure from Delagoa Bay, Kruger intimated that his main object in visiting Europe was personally to urge upon the different Continental Powers the policy and justice of bringing pressure to bear in the direction of securing the autonomy of the Boer States under the supremacy of Great Britain.

The Cape Parliament has carried a motion almost unanimously for the establishment of an annual day of rejoicing in commemoration of the restoration of peace in South Africa.

The French Government has issued proclamations strictly forbidding the organisation of any pro-Boer demonstrations in celebration of Kruger's arrival on French soil.

24th October.

All arrangements are being rapidly pushed forward for the embarkation for England shortly of several thousand British troops who have been engaged in South Africa.

25th October.

French cavalry are doing very important work between Pretoria and the Portuguese Border.

Much Boer opposition is being met with over the sixty miles of country between Carolina and Bethulie. Thirty-six British have been killed and wounded in different skirmishes.

Only three of Carrington's bushmen have applied to join the Colonial force going to England for review by the Queen. It is supposed that the bushmen fear that the colonies will not pay them for time thus consumed.

GENERAL NEWS.

LORD HOPETOUN'S MESSAGE TO LORD ROBERTS. 16th October.

The Earl of Hopetoun has sent an intimation to Lord Roberts that he hoped to be able to welcome the Australians home in his position as Governor-General.

THE ELECTION AND AFRICAN AFFAIRS. 18th October.

The final results of the British elections show 400 Ministerialists, 186 Liberals, 83 Nationalists. The Times, commenting on the situation of affairs, states that the Government will have a majority of over three hundred in dealing with the African and other questions.

SUSPECTED PLAGUE CASE IN LONDON. 18th October.

A case of suspected bubonic has been discovered in London. The patient slept on straw that had been shipped from Glasgow.

DUKE OF YORK'S VISIT TO AUSTRALIA. 23rd October.

Great preparations are being made in connection with the visit of the Duke of York to Australia. Three distinguished officers, and fifty men of the 4th Battalion of the Norfolk Regiment, will accompany the Duke of York as a royal body-guard.

OUR RESERVE FLEET. 24th October.

The Admiralty is now placing the reserve fleet in a condition for actual service, the work of equipment being hurried forward with all speed. The reason assigned for this unusual and seemingly threatening preparation is the necessity which exists, at the present juncture, for practically demonstrating to the world the Empire's ability and readiness to simultaneously carry out the task of effectively guarding her own shores and at the same time to protect her troops and her interests throughout the world.

LORD CURZON LEAVING INDIA. 25th October.

Viscount Curzon is leaving India owing to his wife's ill-health.

AUSTRALIA'S RECEPTION OF HER GOVERNOR-GENERAL. 25th October.

NEW ADVERTISEMENTS

AN ORGAN RECITAL
Will be Given by
M. R. A. G. WARD
in
ST. JOHN'S CATHEDRAL,
on
WEDNESDAY,
the 14th November, 1900, at 5.30 p.m.
VOCALIST:—**MR. ALEC MARSH.**
A Collection will be made in Aid of the Choir Fund.
Hongkong, 12th November, 1900. [2568]

THEATRE ROYAL, CITY HALL.
THE HONGKONG AMATEUR DRAMATIC CLUB
WILL give TWO PERFORMANCES of the COMEDY, Entitled, **"OUR FLAT,"** IN THREE ACTS, on
SATURDAY, 24th November, and MONDAY, 26th November, 1900, Commencing each Evening at 8 P.M. precisely. Dress Circle, 83; Stalls, 82; Pit, 81. Half-price to pit for Soldiers, Sailors and Police in Uniform.
Tickets can be obtained at the Booking Office of the Theatre, CITY HALL, on and after MONDAY, 19th November, at 10 A.M. Booking Office will be open daily from that date from 10 A.M. to 4 P.M.
Late Trains will run 4 of an hour after the fall of the curtain.
H. C. NICOLLE, Acting Manager.
Hongkong, 12th November, 1900. [2567]

THE HONGKONG RIFLE ASSOCIATION.
THE INTERPORT MATCH IS POSTPONED and will probably take place on **WEDNESDAY NEXT.**
MOWBRAY S. NORTHCOLE, Hon. Secretary.
Hongkong, 12th November, 1900. [53]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA.
The Company's Steamship
"DIAMANTE,"
Captain A. Ramay, will be despatched as above TO-DAY, the 12th inst., at 5 P.M.
The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with the Electric Light.
A doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO., General Managers.
Hongkong, 12th November, 1900. [2564]

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI AND JAPAN.
The Company's Steamship
"ULYSSES,"
Captain Edmondson, will be despatched as above TO-DAY, the 12th inst.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 12th November, 1900. [2545]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
The Company's Steamship
"HAICHING,"
Captain Hall, will be despatched for the above ports TO-MORROW, the 13th inst., at DAYLIGHT.
For Freight or Passage, apply to
DOUGLAS LAPIERRE & CO., General Managers.
Hongkong, 12th November, 1900. [2566]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamship
"SOBRON,"
FROM LONDON, PORT SAID, SUEZ, COLOMBO AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the goods are landed.
This vessel brings on Cargo:—
From London, &c., ex S.S. India.
From Australia, ex S.S. Himalaya.
Optional goods will be landed here unless instructions are given to the contrary before 2 A.M. on the 12th inst.
Goods not cleared by the 18th inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.
A. M. MARSHALL, Acting Superintendent.
Hongkong, 10th November, 1900. [1]

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship
"LIGHTNING,"
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge will be landed at once.
Cargo remaining on board after 2 P.M. of the 14th inst. will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.
Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
DAVID SASSOON, BONS & CO., Agents.
Hongkong, 11th November, 1900. [2563]

NEW ADVERTISEMENTS

CHINA NAVIGATION COMPANY, LIMITED.
FOR SHANGHAI.
The Company's Steamship
"TAIWAN,"
will be despatched as above TO-MORROW, the 13th inst., at Noon.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 12th November, 1900. [2565]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.
FOR MANILA.
The Company's Steamship
"MENMUI,"
Captain R. W. Almond, will be despatched as above on THURSDAY, the 15th inst., at 5 P.M.
The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.
A doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO., General Managers.
Hongkong, 10th November, 1900. [2563]

THE OSAKA SHOSHEN KAISHA, LIMITED.
FOR SWATOW, AMOY, AND TAMSUI.
The Company's Steamship
"TAMSUI MARU,"
Captain K. Masagawa, will be despatched for the above ports on SUNDAY, the 18th inst., at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 12th November, 1900. [15]

THE HONGKONG STEAM WATER-BOAT COMPANY, LIMITED.
CAPITAL \$75,000.
Divided into 7,500 Shares of \$10 each, payable \$5 on Application and the Balance to be called up as may be required.

CONSULTING COMMITTEE.
LIAO TZE SAN, Esq. (Manager, CHINA MERCHANTS STEAM NAVIGATION CO., LD.).
CHAU SIUKI, Esq. (Manager, HONGKONG AND KOWLOON LAND AND LOAN CO., LD.).
MANAGER.
J. W. KEW, Esq.
BANKERS.
THE HONGKONG AND SHANGHAI BANKING CORPORATION.
SOLICITORS.
MESSRS. WILKINSON & GRIST.

OVER 5,000 Shares have been ALREADY ALLOTTED.
The Share List will Close on the 30th November, 1900.
Application Forms may be had at the Company's Bankers' Offices, HONGKONG AND SHANGHAI BANK, and at the Company's Solicitors' Offices, Messrs. WILKINSON AND GRIST.
PROSPECTUS.
The object for which it is proposed to form the above Company is the acquisition and extension of the business now carried on by Mr. J. W. Kew, of supplying with fresh water the ships entering the harbour of Hongkong.
In consideration of the transfer by the vendor to the Company of his steamboats, pumps, hose, good-will, &c., he receives the sum of \$25,000.00 of which he is willing to take \$20,000 in fully paid up shares in the Company. Mr. Kew undertakes and guarantees the payment of a dividend of at least 10 per cent. to the shareholders, for the first two years of the existence of the Company.
Hongkong, 9th November, 1900. [2547]

WILLIAM MACLEOD, D.D.S., DENTIST.
BEACONSFIELD ARCADE.
Hongkong, 10th November, 1900. [2561]

AMERICAN SYSTEM OF DENTISTRY
AT
No. 39, QUEEN'S ROAD CENTRAL.
CHADWICK KEW
(LATE OF POATE & NOBLE).
Hongkong, 15th September, 1899. [2419]

SIEN TING.
SURGEON DENTIST.
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 23rd September, 1891. [2482]

WANTED a CLERK with a knowledge of BOOK-KEEPING.
Apply by letter to—
"ACCOUNTS,"
Care of Office of this Paper.
Hongkong, 6th November, 1900. [2519]

EUROPEAN CLERK WANTED by a German Firm.
Apply to—
X. X. X.
Care of Office of this Paper.
Hongkong, 29th October, 1900. [2560]

SITUATION WANTED BY YOUNG ENGLISHMAN.
Apply to—
R. R.
Care of Daily Press Office.
Hongkong, 9th November, 1900. [2552]

NOTICE.
STEAMERS calling at Amoy can be supplied with the highest class of JAPAN RICE BUNKER COAL.
For terms, &c., apply to
LAPRAIK CASS & CO.
Amoy, 10th October, 1900. [2563]

AUCTIONS

PUBLIC AUCTION.
THE Underigned will Sell by Public Auction
TO-DAY (MONDAY),
the 12th November, 1900, at 2.30 P.M., at his Sale Rooms, Duddell Street,
A QUANTITY OF
HOUSEHOLD FURNITURE
of every Description
and a **GRAND PIANO.**
(Full particulars can be seen from Catalogue).
On View from Saturday, the 10th November.
Catalogues will be issued.
TERMS—As Custodian.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 7th November, 1900. [2553]

PUBLIC AUCTION.
THE Underigned has received instructions to Sell by Public Auction,
TO-MORROW (TUESDAY),
the 13th November, 1900, at 2.30 P.M., at his Sale Rooms, Queen's Road.
TWEED, SERGE PLANNEL and FLAN-NELETTE in Suit Lengths, COATING MATERIALS.
LADIES' DRESS MATERIALS.
SOCKS, STOCKINGS, UNDERSHIRTS, HATS, RIBBONS and BRAID.
&c. &c. &c.
TERMS OF SALE—As Customary.
V. I. REMEDIOS,
Hongkong, 8th November, 1900. [2550]

GOVERNMENT NOTIFICATION.
No. 541.
THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, THIS DAY (MONDAY), the 12th day of NOVEMBER, 1900, at 3 P.M., are published for general information.
By Command.
J. H. STEWART LOCKHART,
Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 27th October, 1900. [2516]

Particulars and Conditions of the Letting by Public Auction Sale, to be held THIS DAY (MONDAY), the 12th day of NOVEMBER, 1900, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of Two Lots of Crown Land at Queen's Road West, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the QUEEN for one further term of 75 Years.

PARTICULARS OF THE LOTS.

No. of Sale	Locality	Boundary Measurements.	Area in Square ft.	Annual Rent.	Useful Price.
Inland	Queen's Road	N. 35.6' E. 55.0' S. 26.6' W. 50.0'	4,550.00	\$18.224	
1,501	West	35.6' 55.0' 26.6' 50.0'	4,550.00	\$18.224	
1,502	East	35.6' 55.0' 26.6' 50.0'	4,550.00	\$18.224	

GOVERNMENT NOTIFICATION.
No. 545.
THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, THIS DAY (MONDAY), the 12th day of NOVEMBER, 1900, at 3.15 P.M., are published for general information.
By Command.
J. H. STEWART LOCKHART,
Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 3rd November, 1900. [2517]

Particulars and Conditions of the Letting by Public Auction Sale, to be held THIS DAY (MONDAY), the 12th day of NOVEMBER, 1900, at 3.15 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land in the Colony of Hongkong, for a term of 75 Years.

PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements.	Area in Square ft.	Annual Rent.	Useful Price.
Garden	Upper Richmond	N. 310' E. 270' S. 130' W. 27,200'	10	\$72	
1	Lot 24, Road	310' 270' 130' 27,200'	10	\$72	

PERSEVERANCE LODGE OF HONGKONG, No. 1,165.
A REGULAR MEETING of the PERSEVERANCE LODGE will be held at the FREEMASONS' HALL on FRIDAY, the 16th inst., at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 10th November, 1900. [2560]

POHOMULL BROTHERS,
57 & 59, QUEEN'S ROAD CENTRAL.
WHOLESALE AND RETAIL IMPORTERS AND EXPORTERS.
Have for Sale,
INDIAN, Chinese and Japanese Silk Goods for Ladies and Gentlemen, and other Articles.
Oriental Embroidery, Rugs and Carpets.
Jewelry, Cashmere Shawls, Ivory, Sandalwood and Tortoiseshell Wares, Curiosities and Fancy Goods.
INSPECTION IS SOLICITED.
Hongkong, 8th November, 1900. [2565]

TACK CHEONG LOONG, NAVY & MILITARY TAILOR, DRAPER AND OUTFITTER.
GARMENTS made by hand, guaranteed perfect fit. Hats, Shirts, Socks, Silk, Handkerchiefs, Boots, Shoes, &c., for Sale. New and Fashionable Goods. Prices very moderate.
No. 65, QUEEN'S ROAD CENTRAL.
Hongkong, 18th October, 1900. [2552]

PUBLIC COMPANIES

HONGKONG ELECTRIC COMPANY, LIMITED.
NEW ISSUE SHARES.
SHAREHOLDERS are hereby notified that the **SECOND CALL** of \$3.00 (Three Dollars) per Share has been made and is PAYABLE at the Company's Office, No. 4, Queen's Buildings, on or before 1st November, 1900.
Shareholders are requested when paying the above mentioned call to send to the Company's Agents their provisional Share Certificates for endorsement.
By Order of the Board of Directors.
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 29th September, 1900. [2534]

THE DAIRY FARM COMPANY, LIMITED.
THE FOURTH ORDINARY YEARLY MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Town Depot, 2, Albert Road, Hongkong, on FRIDAY, the 16th day of November, at Noon, for the purpose of presenting the Report of the Directors and Statement of Accounts to the 31st July next.
The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 16th November, both days inclusive.
W. HUTTON POTTS, Secretary.
Hongkong, 31st October, 1900. [2779]

A. S. WATSON & CO., LIMITED.
NOTICE TO SHAREHOLDERS.
AN INTERIM DIVIDEND on account of the year 1900, at the Rate of Fifty Cents per Share (or Five per cent. on the Capital of the Company) will be PAYABLE at the Hongkong and Shanghai Bank, Hongkong, on and after the 25th inst., on Warrants to be obtained from the undersigned. Local Shareholders are requested to apply at the Company's Office for their Warrants.
The DIVIDEND will also be Payable at the Hongkong and Shanghai Bank, Shanghai, on presentation of Warrants there, on and after the same date.
The REGISTER OF SHARES will be CLOSED on WEDNESDAY, the 21st inst., until FRIDAY, the 30th inst., both days inclusive, during which period no Transfer of Shares can be registered.
By Order—
A. H. MANCELL, Secretary.
Hongkong, 9th November, 1900. [2548]

TEBRAU PLANTING COMPANY, LIMITED.
IN accordance with Article No. VIII, Paragraph 3 of the Articles of Association of the Company, Interest at the rate of \$10 per cent. per Annum is being Charged on all Unpaid Calls.
JOHN D. HUMPHREYS & SON, General Managers.
Hongkong, 8th November, 1900. [2539]

HOTELS
WINDSOR GARDEN & RESTAURANT.
A PLEASANT 15 minutes' drive from town will bring Visitors to above, which overlooks Happy Valley, and commands a magnificent view of the surrounding Hills and Race Course. Unusually situated, in a quiet and healthy locality. Can be overlooked from the Bowen Road, from which Visitors may either walk down or ride by chair. Tennis, Croquet, &c.
[2523]

KOWLOON HOTEL.
THIS HOTEL is situated in a quiet locality, away from the din and disturbance of the City, and surrounded by a delightful Garden, it is an ideal place of Residence. The building stands on an eminence, giving a magnificent view of the Harbour and the City of Victoria. It is within easy access of the Kowloon Wharves, where the principal Mail Steamers disembark Passengers, and from which there is a regular ferry service to Hongkong.
Bowling Alleys and Billiards.
The Cuisine is Excellent.
J. V. O'BORNE, Proprietor.
J. H. DOWNS, Manager.
Hongkong, 8th September, 1900. [2578]

"BOA VISTA" HOTEL, MACAO.

THE only FIRST CLASS HOTEL in the Colony. Moderate terms by the day or month. European Management.
MACAO is distant 40 miles West of Hongkong, and the journey is made each day (Sundays excepted) by the magnificent Saloon Steamer "HONGKONG" in 5 hours, leaving Hongkong at 2 P.M. and Macao at 8 A.M. Connection made by Company's Steamer to and from Canton.
Tourists should not miss the chance of visiting this famous old City.
For Terms, apply
MANAGER.
Telegraphic Address, "Boavista." [2549]

RAFFLES HOTEL, SINGAPORE.
SITUATION UNSURPASSED.
THE Finest Hotel in the East. Rooms en suite. Every Room with Private Bathroom attached. Cuisine under two French Chefs. **CURRIES A SPECIALITY.**
Every Home Comfort.
Electric Bells throughout the Hotel.
Electric Lights.
Electric Fans.
Terms Moderate.
SARKIES BROTHERS, Proprietors.
Hongkong, 18th August, 1900. [2219]

HONGKONG SAVING BANK.
THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3 1/2 per cent. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on **FIXED DEPOSIT** at 4 per cent. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION.
T. JACKSON, Chief Manager.
Hongkong, 4th October, 1900. [18]

BANKS

THE BANK OF CHINA & JAPAN, LIMITED.
WORKING CAPITAL over £215,000.
RESERVE LIABILITY OF SHAREHOLDERS fully £425,000.
2840,000
HEAD OFFICE:
36, Nicholas Lane, London.
BRANCHES:
Hongkong, Shanghai, Singapore.
AGENCIES:
Yokohama, Kobe, Penang, Bombay, Calcutta, Madras, Colombo, Rangoon, Java, Lyons, and Paris.
BANKERS:
The Bank of England and the Capital and Counties Bank, Limited.
General Manager—**F. C. BISHOP.**

INTEREST ALLOWED.
On Current Accounts 2 per cent.
On Fixed Deposits 4 " "
Do. 6 months 4 " "
Do. 12 months 5 " "

THE MERCANTILE BANK OF INDIA, LIMITED.
AUTHORIZED CAPITAL £1,500,000.
SUBSCRIBED £1,125,000.
PAID-UP £682,500.
RESERVE FUND £30,000.
BANKERS:
LONDON JOINT STOCK BANK, LIMITED.
INTEREST allowed on Current Accounts at the rate of 2 1/2 per cent. on the Daily balance.
On Fixed Deposits—
For 12 months 4 1/2 %
" 6 months 4 %
" 3 months 3 1/2 %
J. THURBURN, Manager, Hongkong.
Hongkong, 24th March, 1900. [25]

THE BANK OF TAIWAN (FORMOSA), LIMITED.
(INCORPORATED BY SPECIAL IMPERIAL CHARTER).
AUTHORIZED CAPITAL Yen 5,000,000.
PAID-UP CAPITAL " 1,250,000.
HEAD OFFICE—TAIPEI, FORMOSA.
JUICHI SOEDA, Esq., President.
Head Office Manager, **HIROMI KAWASAKI, Esq.**

BRANCHES AND AGENCIES:
Tokyo Osaka Kyoto Yokohama
Kobe Nagasaki Hakodate Moji
Taiwan London New York S. Francisco
Hongkong Amoy Shanghai Tientsin
Newchwang Chemulpo Fusan.
HEAD OFFICE—INTEREST ALLOWED.
On Current Accounts 5.475 % per annum
On Savings Bank Deposits 3.205 %
On Fixed Deposits—
For 3 months 6 1/2 % per annum
" 6 months 7 %
" 12 months 7 1/2 %
Credits granted on approved Securities and every description of Banking and Exchange business transacted.
Drafts granted on the chief commercial places both in Japan and abroad.
Further particulars may be obtained on application.
HIROMI KAWASAKI, Manager.
Taipei, 5th October, 1900. [2590]

THE NATIONAL BANK OF CHINA, LIMITED.
AUTHORIZED CAPITAL £1,000,000.
PAID-UP CAPITAL £324,374.
RESERVE FUND—
STERLING RESERVE, £10,000,000.
SILVER RESERVE, 2,000,000.
RESERVE LIABILITY OF PROPRIETORS £10,000,000.
BOARD OF DIRECTORS:
CHAI KIN SHAN, Esq., D. GILLIES, Esq.,
CHOW TUNG SHANG, Esq., J. T. LAURE, Esq.,
Chief Manager, **GEO. W. F. PLATTAIN.**
Interest for 12 Months Fixed 5 %
Hongkong, 23rd March, 1899. [19]

HONGKONG & SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL £10,000,000.
RESERVE FUND—
STERLING RESERVE, £10,000,000.
SILVER RESERVE, 2,000,000.
RESERVE LIABILITY OF PROPRIETORS £10,000,000.
COURT OF DIRECTORS:
N. A. STEWART, Esq.—Chairman.
R. SHERRIFF, Esq.—Deputy Chairman.
E. Goetz, Esq., A. J. Raymond, Esq.,
Hon. R. M. Gray, B. L. Richardson, Esq.,
A. Hume, Esq., P. J. E. O'Shea, Esq.,
Hon. J. J. Kewick, H. W. Blad, Esq.,
D. Mayer Moses, Esq.
CHIEF MANAGER:
Hongkong—**SIR THOMAS JACKSON.**
Shanghai—**J. P. WARD GARDNER, Esq.**
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED.
On Current Accounts at the rate of 2 per cent. per annum on the daily balance.
ON FIXED DEPOSITS.
For 3 months 3 1/2 % per annum.
For 6 months 3 3/4 % per annum.
For 12 months 4 % per annum.
T. JACKSON, Chief Manager.
Hongkong, 4th October, 1900. [17]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1833.
HEAD OFFICE—LONDON.
CAPITAL PAID-UP £300,000.
RESERVE LIABILITY OF SHAREHOLDERS £250,000.
RESERVE FUND £250,000.
INTEREST allowed on Current Accounts at the rate of 2 1/2 per cent. on the Daily balance.
On Fixed Deposits for 12 months 4 per cent.
" 6 months 3 1/2 %
" 3 months 3 %
T. P. COCHRANE, Manager, Hongkong.
Hongkong, 15th October, 1900. [21]

BANKS

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1833.
HEAD OFFICE—LONDON.
CAPITAL PAID-UP £300,000.
RESERVE LIABILITY OF SHAREHOLDERS £250,000.
RESERVE FUND £250,000.
INTEREST allowed on Current Accounts at the rate of 2 1/2 per cent. on the Daily balance.
On Fixed Deposits for 12 months 4 per cent.
" 6 months 3 1/2 %
" 3 months 3 %
T. P. COCHRANE, Manager, Hongkong.
Hongkong, 15th October, 1900. [21]

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000.
CAPITAL PAID-UP " 18,000,000.
CAPITAL UNPAID " 6,000,000.
RESERVE FUND " 8,130,000.
HEAD OFFICE—YOKOHAMA.
BRANCHES AND AGENCIES:
Tokyo Kobe Nagasaki
London Lyons New York
San Francisco Honolulu Bombay
Shanghai Tientsin Newchwang

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LIMITED.
PARIS BANK, LIMITED.
THE UNION BANK OF LONDON, LIMITED.
HONGKONG—INTEREST ALLOWED.
On Current Accounts at the rate of 2 per cent. per annum on the daily balance.
On fixed deposits for 12 months 5 1/2 % per annum.
" 6 months 4 1/2 %
" 3 months 3 1/2 %
S. CHOW, Hongkong Manager.
Hongkong, 2nd October, 1900. [758]


THE DEUTSCH-ASIATISCHER BANK.
PAID-UP CAPITAL Sh. 5,000,000.
HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.
BRANCHES:
Berlin Calcutta Hankow
Tientsin Tientsin (Kiautschou)

LONDON BANKERS:
Messrs. N. M. Rothschild & Sons,
UNION BANK OF LONDON, LTD.
DEUTSCHER BANK (BERLIN), LONDON AGENT.
DIRECTOR DR. DISCONTI GERLSCHAFT.
INTEREST allowed on Current Accounts DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
H. SCHOTTLENDER, Acting Manager.
Hongkong, 8th February, 1900. [45]

IMPERIAL BANK OF CHINA
ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.
SUBSCRIBED CAPITAL Shanghai Tls. 5,000,000.
PAID-UP CAPITAL " 2,500,000.
HEAD OFFICE—SHANGHAI.
BRANCHES AND AGENCIES:
Canton Hankow
Chefoo Peking
Chinkiang Penang
Chungking Singapore
Fochow Swatow
Tientsin.
The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities. Bills Discounted.
INTEREST ALLOWED ON DEPOSITS
At 2 1/2 per cent. on Current Account daily balances.
3 1/2 % per annum on Fixed Deposits for 3 months.
4 1/2 % " " " 6 months.
5 1/2 % " " " 12 months.
E. W. BUTLER, Acting Manager.
Hongkong, 2nd February, 1900. [22]

AUTOMATIC MAUSER PISTOLS.
CALIBRE 7.63 m.m.
WITH CHAMBER for 10 CARTRIDGES, FIRING 10 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1900. [2569]

LEMP'S BEER.

AMERICA'S FAMOUS LIGHT BEER.

SOLE AGENTS for Hongkong, China and Philippine Islands—
ARRATON V. APCAR & CO.
Hongkong, 11th July, 1900. [1954]

NEW GOODS, PLENTY IN HAND.
JAPANESE CURIOS.
D. NOMA,
12, Beaconsfield Arcade,
Opposite the City Hall,
Hongkong.
Hongkong, 27th April, 1900. [2428]

HONGKONG
BUSINESS DIRECTORY.

AUCTIONEERS, &c.

PAUL BREWITT,
2 Zetland Street, Auctioneer, Appraiser
and Commission Agent.

HUGHES & HOUGH,
Auctioneers to the Government, and Share
and General Brokers, corner Ice House
Street and Praya Central.

V. I. REMEDIOS,
Auctioneer, Appraiser and Agent,
8, Queen's Road Central.

BOARD AND LODGING

THIS SPACE IS RESERVED

WESTERN HOTEL

BOOKBINDING

"DAILY PRESS" OFFICE,
The only office in China having European
taught workmen. Equal to Home Work.

BOOKSELLERS AND STATIONERS

W. BREWER & CO.,
Printers, Bookbinders and Account Book
Manufacturers, 23 and 25, Queen's Road
(under Hongkong Hotel).

BUILDERS

KANG ON,
Contractor, 30, D'Aguiar Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.
Mechanics engaged, Estimates given.

CHEMISTS, DRUGGISTS, &c.
THE PHARMACY,
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.

THE VICTORIA DISPENSARY,
Chemists and Druggists High-class Aerated
Waters, Dealers in Photographic
Requisites, Queen's Road.

WATKINS, L.D. APOTHECARIES' HALL, 63,
Queen's Road Central. Cigars, Aerated
Waters, Wines, Beers, Spirits, etc.

CURIO DEALERS

KUHN & KOMOR,
Fine Art, Japanese and Chinese Curios,
21 and 23, Queen's Road, Hongkong,
Shanghai, Kobe, Yokohama.

KWONG HING,
China Porcelain, Crockery Ware; 59a,
Queen's Road Central.

DENTISTS

WONG HOMI,
Surgeon Dentist, 50, Queen's Road Central.

WONG TAI FONG,
Surgeon Dentist, 24, Bank Buildings,
Opposite Hongkong Hotel.

DRAPEES

EBRAHIM ELIAS & CO.,
Milliners, Silk Mercers, Haberdashers.
Low Prices; 37, 39, Wellington Street.

SEE WOO,
Tailor, Draper and Outfitter; 67 and 69,
Queen's Road.

FLOUR

SPERRY FLOUR COMPANY,
Proprietors of the following Celebrated
Brands of Flour:—"Sperry's xxx,"
"Golden Gate," "Pioneer," "Buckeye,"
"J. Chor." &c.
WILLIAM WHITLEY, Manager.

FURNITURE WAREHOUSEMEN
A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Bartman's Kodak Films and Accessories;
17a, Queen's Road Central.

LI KWONG LOONG,
Cabinet-maker, Furniture Dealer, Art De-
corator and Dealer; 17, Queen's Road.

GROCERIES

THE MUTUAL STORES,
SUB-AGENTS LITTON, LD.,
8 and 10 D'Aguiar Street.
Provision and General Merchants.

JEWELLERS

KANG LEE & CO.,
Jewellers, Gold and Silversmiths, Watch-
makers, Japanese Curios and Blackwood
Furniture; Opposite Post Office, 38,
Queen's Road Central.

MAISON LEVY HERMANOS,
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hilo.

WYAH LOONG,
Gold and Silversmith, Silk Dresses, Crêpe
Shawls, Hosiery, Lacquerware, Fans,
Curios, Brides, Henna Hair, Fos-
thers; 88, Queen's Road Central.

THE LIGHT OF THE FUTURE
EASTERN ACETYLENE LIGHTING
COMPANY, Head office, 62a, Queen's
Road Central. Fittings of every de-
scription for the ACETYLENE LIGHT at
lowest rates.

MERCANTILE AGENT

WOODS & CO.,
Doddell Street, Agents for American and
European Export Houses.

PHOTOGRAPHERS

A PONG,
The largest and most complete Studio in
Hongkong. Established 1859. Views,
Enlargements, Ivory Miniatures, Oil
Paintings, &c.; Ice House Street.

T. KING,
Enlarging, Developing, Printing, Mod-
erate Rates, 20a, Queen's Road East.

MEE CHEUNG,
Ice House Street, Top Floor. Permanent
Enlargements, Groups, Views, etc.; Devel-
oping, Works. Amateurs' Requisites.

M. MURRAY, JAPANESE ARTIST,
Bronze and Claywork, Enlargements, Work
done for Amateurs; 2a, Queen's Road, Ct.

HONGKONG
BUSINESS DIRECTORY.

PHOTOGRAPHERS

YEE CHUN,
Marine and Portrait Painter, 50, Queen's
Road, Upstairs.

H. YERA,
Japanese Photographer, 14, Beaconsfield
Avenue, Queen's Road Ct., also Wanchai
Amateur's Requirements a Specialty.

PRINTING

"DAILY PRESS" OFFICE,
Proofs read by Englishmen.

SILK GOODS DEALERS

TEJUMUL POHUSING,
Dealer in Chinese, Indian and Japanese
Goods, Silks, Woollens and Cashmere
Shawls and other Sundry Goods; 4,
D'Aguiar Street, First Floor.

WASSIAMULL ASSOMULL,
Wholesale and Retail Importers and
Exporters, India, Chinese and Japanese
Silks, Cashmere Shawls and Ceylon
Lace; 46, Queen's Road, Ct.

SILK LACE MANUFACTURERS
FR. BLUNCK,
Exporters of Real Hand-made Torchon Lace
in Silk, Linen and Cotton, Grasscloth and
Silk Embroideries, Hand-made Silk
and Linen Lace Curtains made to
order; 17, Queen's Road, Central.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Shipchandlers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

BISMARCK & CO.,
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c.; Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Hardware,
Engineer Tools, Brass and Iron Mer-
chandise, 144, Des Vaux Road.

MORE & SEIMUND,
Shipchandlers, Sailmakers, Biggers, Com-
mission Agents and General Store-
keepers, 43 and 45, Praya Central.

TAILORS

E. HAUGHTON & CO.,
Naval, Military and Court, 16, Queen's Road,
Opposite Kuhn's Curio Store.

HUNG YUEN,
Outfitters, Shirt Makers, Hatters, Hosiery,
Drapers, 85, Queen's Road, Central.

YEE SANG FAT & CO.,
Outfitters, Piece Goods, Underwear, Shoes,
Hats, Silk Handkerchiefs; Opposite Post
Office, Queen's Road Central.

TOBACCONISTS

D. S. DADY BURJOR, "LOS FILIPINOS,"
Importer of the Best Manila Cigars; 25,
Pottinger Street.

KRUSE & CO.,
Wholesale and Retail Havana and Manila
Cigars, Egyptian Cigarettes, Dealers in
Fancy Goods, Agents,
Connaught House, Queen's Road.

WINE & SPIRIT MERCHANTS
H. PRICE & CO.,
13, Queen's Road
and Calle Anlogue, Manila.

MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.

CODE WOLD: "DOCK," NAGASAKI.
A.I., A.B.C., Scott's and Engineering Codes
Used.

DOCK No. 1 (at TATEGAMI).
Extreme Length... 522 feet.
Length on Blocks... 515 "
Width of Entrance on Top... 83 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide... 26 1/2 "

DOCK No. 2 (at MUKAJIMA).
Extreme Length... 371 feet.
Length on Blocks... 350 "
Width of Entrance on Top... 66 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide... 22 "

PATENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING OF SHIPS.
THE COMPANY has a POWERFUL SAL-
VAGE PLANT READY at SHORT
NOTICE. [1619]

HIRANO NATURAL MINERAL
WATER.

HIRANO MURA HYOGO-KEN,
JAPAN.

BOTTLED in its Natural Carbonic Acid Gas.
Bright, Sparkling and Effervescent.
An excellent drink with Wines or Spirits.
Price \$5.50 per Case of 48 Pints.
As seen from the Imperial Japanese Govern-
ment's Analysis the above belongs to a class of
saline mineral waters having alkaline reaction,
and taken internally its medical uses are for
chronic catarrh of the stomach, intestines,
diseases of glands, and chronic endometritis.

TAI WO & CO.,
22, Bank Buildings,
Agents for Hongkong.
Hongkong, 14th August, 1900. [2511]

PORTLAND CEMENT
J. B. WHITE & SONS

Sole Agents for China,
HOLLAND, WISE & CO.
Hongkong; 16th September, 1899. [2724]

(All Rights Reserved.)

RUGBY FOOTBALL.

BY

ARTHUR J. GOULD.

VI.

GREAT PLAYERS OF THE PRESENT.

When the task before me was a review of the
great players of the past, the difficulty was to
make a selection from the long roll of men who
had undoubted claims to greatness. There was
no question as to their right to the description;
the difficulty was as to who should be dealt with
and who ignored. But when I attempt to deal
with great players of the present it may easily
happen that wide divergencies of opinion may
exist between myself and my readers. The
difficulties of dealing with the subject are great.
There are Rugby football clubs of repute in
almost every part of the United Kingdom,
players by the thousand, and out of that army
must be chosen those who seem to merit the
title "great." It is a task beyond the power
of men to perform with entire satisfaction,
and the next best thing is to do it to the
best of my ability. That many a man well
worthy of fame will be missed, I know full
well; but in that I must share the blame, with
those whose duty it is to bestow the rewards of
amateur football—the international caps which
are so dearly prized. Except in one's own dis-
trict it is difficult to get acquaintance with the
form of players, save through the international
matches and an occasional county match. Un-
less an Irish or a Scotch player obtains a place
in the international fifteen he is practically
unknown to fame so far as the other countries
are concerned; and virtually the same thing
holds good with regard to the attitude of Scots
and Irish towards the club players of other
countries. However, we must do the best we
can to speak with fairness and moderation of
the men who have come under notice in inter-
national, club, and county matches, remarking
at the outset that it is but natural that a critic
should be able to speak with greater fullness
and accuracy of men playing in his own district,
whom he may possibly have watched for years
in club games, than he can of men whom he
may see two or three times, perhaps only once,
in international matches.

GREAT FULL-BACKS.

I propose to deal with the players in order of
position, and the full-backs come first. There
will be no question, I suppose, that the most
famous of present day full-backs is W. J.
Bancroft, the Welsh captain. If only from
the fact that he holds the international record
of matches played, his name would call for
mention for he is in the unique position of
having been chosen to represent Wales in every
international match since Wales won at Dew-
bury, in 1890, and neither accident, illness,
business, or any other cause has prevented him
from playing in a single match. Thus he has
played in 29 international matches, and his
record speaks as eloquently of his luck as of his
consistency. As a player Bancroft is extremely
daring, and in the course of every match takes
chances which not one back in a hundred would
think of risking, but he has wonderful judg-
ment, his coolness is imperturbable, and while he
always prepared to back his trickiness against the
skill of his opponents, it is certain that he comes
out best nineteen times out of twenty. He is a
great kick—none better. He makes wonderful
use of the touch line, he can search out the weak-
ness of an opposing team and play on to it
relentlessly if it is within the power of a full
back, and by his tricky running before getting
rid of the ball he does much to wear out the
forwards of the other side. At his best he
stands alone in the variety and resource of his
play, and even his defence—which is his weakest
point—is often above reproach. But the dis-
tance between his best and his worst is great,
and his "off" day would give one who saw him
for the first time the impression that he deserved
none of the praise which has been deservedly
lavished upon him. But a man should be judged
at his best, at the least by his average, and
there is no doubt that Bancroft has amply
proved his right to fame. Of the other full
backs of the year, H. T. Gamlin, the English
player, proved a great kicker, and, in spite of
some awkwardness, a fine all-round player, his
kicking generally having great length. At the
same time, there was a pretty general opin-
ion in Wales that G. Romans, the Gloucester
full back, was one of the best full backs of the
year, and quite worthy of his cap. Rottenburg,
the Scottish back, proved himself a thoroughly
good all-round player. In spite of the example
of Bancroft, we do not look for brilliance in a
full-back; soundness, the ability and the deter-
mination to play for safety, without taking
risks, are what we ask for. A back should be
able to catch and field with certainty, to kick
far and accurately, to tackle surely, and all
these things Gamlin, Romans, and Rottenburg
did.

THREE-QUARTERS.

Among the great three-quarters of the present,
E. Gwyn Nicholls holds the first place. He is
a player who ranks with the giants of the game,
and during 1899-1900 had no equal in either of
the countries. It is not sufficient that a man
should do the right thing by an occasional in-
spiration; a trained intelligence, judgment
which is the outcome of experience, must come
to the aid of inspiration. There are many
centre three-quarters who occasionally do their
work in a way which could not be improved
upon, and yet prove by subsequent play that
they did the right thing by accident and not of
set purpose. But Gwyn Nicholls is of that
other kind who do the right thing by design
and with knowledge, and though neither he nor
any man avoids mistakes, it may be said that
as a general rule his judgment is on a level
with his individual ability, and both are of the
highest. It is in combination with his wing
that he shines, and no one knows better than he

does when to give the pass which makes a try
certain. He is a fine runner, with an effective
sweep, he gives and takes passes well, he
catches surely, fields quickly, and kicks with ac-
curacy. His defence is very sound, and though
he is not quite so fast as he was before his
visit to Australia, it is certain that in 1899-
1900 he felt the strain of having played prac-
tically three seasons in succession without a break.
As he is still young he should, after the rest of
the summer, play as well as ever in 1900-1. Of
the other three-quarters of the year, W. Llewel-
lyn was the best of the Welsh wings, as he
was excellent alike in attack and defence.
Plucky, quick to see a chance and take it, a fine
runner, a good kicker, he deserves a place in the
company of the great. On the whole, it seemed
from the international matches that great
three-quarters were rare, and especially was this
the case with centres. With the exception of
Nicholls, there was no player in that position
who fulfilled all the conditions of a
great centre (I speak of the international
matches) but Gordon Smith and Bunting
both played finely, and came very near the
ideal. The former was the more dashing, the
latter the more scientific. If Gordon Smith
showed judgment in passing at the right
moment, comparable with his dash in breaking
away, he would be one of the great centres, but
lacking that quality he does great things at
times though generally falling below the highest
level. Bunting, with less individual ability,
has better judgment. Scottish three-quarters
generally suffer from the fact that their for-
wards do not play for them—in fact generally
ignore them; and it is only when their forwards
are really winning that they get anything like
a real chance to show their powers in attack.
Last season three-quarter play was by no means
a strong point with Scotland, but A. R. Smith
and T. Scott deserve to be ranked among the
great players, especially for their defence. The
Irish three-quarters, though good, were not the
equals of the great men who preceded them,
though Allison showed form which marked him
out as a player above the average.

HALF-BACKS.

When we turn to the half-backs, there can be
no question that the finest pair of the year were
G. Llewellyn Lloyd and Louis A. Philips, who
represented Wales. Under the modern game the
criticism of a man's excellence is his usefulness
to his team. It has been proved by experience
that the brilliant individual is not necessarily
the greatest player, for in a game where com-
bination is of the utmost importance the bril-
liant individual often sacrifices combination in
his desire to do more than his share of work
(let us ascribe it to a greed for work and not
for glory). In the great half-back we must
have something more than the ability to run,
tackle, and kick; there must be also the judg-
ment which teaches the proper moment to pass,
and the willingness to transfer the ball when a
fellow player is in a better position to aid
the attack. The half who is a fine individual
player and yet subordinates individualism
to combination is the truly great player. To
this description both Lloyd and Philips an-
swered. They worked together with perfect
understanding, and as part of the working
machinery of a scientific team they had no
equals last season. But while they were the
greatest players in combination, and though
there was no half who kicked with the power,
judgment and accuracy of Philips, there were
men who as individual players were more bril-
liant. Louis Magee was again the great Irish-
man of the year, and no half made more brilliant
runs than he did. That Magee is a great player
is beyond question, and probably he was the
finest individual half of the year. But his
partner, J. H. Ferris, was also an excellent
half; and England had two great individual
halves in Marsden and Marquis, both of whom
were particularly clever runners.

FORWARDS.

Little space is left to deal with the forwards.
Daniel, of the English pack, is one of the great
forwards of the day—a leader as well as a
player; while Reynolds, Bell, and Shooter are
excellent forwards. In the Irish pack, M. Ryan
was still the most prominent, though Irish for-
wards generally were not up to the old level,
and only Harvey among the younger men up-
hold the great tradition of Irish forward play.
Of the Scots, the veterans, W. McEwan and
Mark Morris, though badly out of form in
the first international, got into condition before
the season was over, and played a great part in
the drawn game with England. But there
were other excellent forwards in the Scottish
pack, best of whom, perhaps, was Dykes. For
Wales, the best forwards were A. Bryne, who,
however, was not so good as in the pre-
vious season, and Boots and Hodges, both
of whom showed improved qualities of dash
and cleverness. Quickness of decision and
tenacity of purpose are qualities indispensable
in a forward. Mere bulk and strength are not
sufficient, we must have momentum as well as
mass. There must be active will power to urge
the man on and compel him to put forth his
utmost effort; he must be alert, quick-witted,

A HELPLESS CRIPPLE!

N. Bonfert, of Norborne, says: "For nineteen
months I lay a helpless cripple from Rheumatism.
The weight of my body was reduced from 170 lbs.
to 130 lbs., a proof of the terrible pain I had to
endure. During all this time, I sought a cure,
but after using everything I heard of, such as
anesthetics, electricity, Turkish Baths, and above
all useless employing physicians, I considered
myself hopeless, especially so, when the last
physician told me that he would not accept any
more money from me, as the case was beyond
the human grasp. At this time I noticed your
advertisement in one of the morning papers. I
ordered Little's Oriental Balm with very little
confidence, but I was surprised after using 2 to
3 bottles. I was greatly improved and the con-
tinued use of your wonderful remedy cured me,
with the help of God, of Rheumatism.
For my part I shall do all in my power to
spread its merits. Sold at 1s. per bottle.
Agents for Hongkong—THE VICTORIA
DISPENSARY, LD. 2652-1

whatever there is to do he must do promptly.
Often when a back has dallied as to whether to
tackle a man who is running across the field or
to wait for him to pass, I have seen a forward
dash in and smother man and ball. Decision is
a very necessary quality; equally necessary is
tenacity—sticking power. The forward must be
a scrupulous first and foremost, and he must
be able to play on till the end of the match.
The forward who is a honest scrupulous, stays
thoroughly, and in the open shows untiring
dash is a most important factor in the winning
of games. These qualities have not been so
noticeable of late as they were a few years ago.
For the greater part of the season club forward
play generally did not seem to be quite at the old
level. No doubt this was to be ascribed to the fact
that a great number of teams never fairly settled
down till towards the end of the season, in conse-
quence of frequent changes in personnel. How-
ever, in the closing matches one noticed in var-
ious directions a great improvement. Young
players had been licked into shape, old players
had taken the trouble to get into form. To
play football properly men must train. They
must take the game seriously, and they must be
prepared to sacrifice time in order to get into
trim. This is true of all players, but especially
of the forwards, who now, as always, bear the
brunt of the hard work. Some players who
have won their spurs think they are privileged
to neglect training, but it is a great mistake to
play untrained men, for the presence of one in
the pack is often sufficient to take away the
spring and dash which the play ought to have.
Wales owed her success in the International
tournament largely to the fact that the forwards
took the field on each occasion in splendid train-
ing. There would be more great players at
present if more attention were paid to the im-
portant matter of preparation for hard encoun-
ters.

On the whole, I think it is undeniable that
last season there were fewer really great players
than usual. In my concluding article I shall
deal with the question whether Rugby football
is deteriorating or not; but without trespassing
on that ground I would say here, in conclusion,
that the standard of individual play, as illus-
trated by the international matches, was below
the average of the past ten years.

SAINT JOHN AMBULANCE
ASSOCIATION.

A PUBLIC MEETING will be convened
in the CITY HALL (by kind permission
in the Chamber of Commerce Room), on
WEDNESDAY, 14th November, 1900, at 12.30
P.M. The local branch of the Association is to
be reorganized, and a Committee will be ap-
pointed.

His Excellency Sir HENRY A. BLAKE
G.C.M.G. (Knight of Justice of the Order of
the Hospital of Saint John of Jerusalem in
England) will preside, and will distribute
Certificates and Medallions awarded last year
after examination in "First Aid to the Injured."
R. F. COBBOLD,
Local Hon. Sec.

Hongkong, 8th November, 1900. [2844]

IMPERIAL BANK OF CHINA.

NOTICE.

WHEREAS THE IMPERIAL BANK
OF CHINA'S Premises in Peking
have been destroyed by the Rebels and the
following UNISSUED NOTES expressed on
the face thereof to be payable at its Office in
Peking in CHING-PING TSU-YIN cur-
rency, have been STOLEN therefrom:—
Nos. 0001 to 100,000.
100,000 Notes of 1 Tael each—
Nos. 0001 to 100,000.
20,000 Notes of 5 Taels each—
Nos. 0001 to 20,000.
10,000 Notes of 10 Taels each—
Nos. 0001 to 10,000.

The Public are hereby cautioned against
purchasing or dealing in any way with such
Notes, as the Bank accepts no liability for the
same.

By Order of the Board of Directors.
For the IMPERIAL BANK OF CHINA.
(Sgd.) A. W. MAITLAND,
Acting Chief Manager.

Hongkong, 20th September, 1900. [2856]

YOBARI AND SORACHI
COALS.

HOKKAIDO TANKO TETSUDO
KAISHA.

HOKKAIDO COLLIERY AND RAILWAY CO.)

CAPITAL ANNUAL OUT-
YEN 12,000,000 800,000 TONS.

PORTS OF EXPORT—
OTARU AND MURORAN.

THE celebrated Yubari and Sorachi Coals are
widely known as the best and most econ-
omical Japanese Coals. The Coals can be ob-
tained at Tokyo, Yokohama, Otaru, Muroran,
Shanghai, Hongkong, and other principal ports.
OFFICE: MINAMI IIDAMACHI, TOKYO,
JAPAN.

Telegrams: "TANKO" TOKYO.
HUGHES & HOUGH,
Agents for Hongkong. [40]

R. J. REMEDIOS,
FORBIGN AND COLONIAL STAMP
DEALER.

No. 37, CATHEDRAL HONGKONG.
Will be glad to send STAMPS on approval
to any address on receipt of satisfactory refer-
ences.

Is also prepared to purchase used POSTAGE
STAMPS in Large or Small Quantities for Cash.
AGENTS WANTED.

15 to 25 percent Discount Allowed. [1636]

NOTICES TO CONSIGNEES

NAVIGAZIONE GENERALE ITALIANA
(FLORIO & RUBATTONI UNITED COMPANIES.)

NOTICE TO CONSIGNEES.
FROM BOMBAY AND SINGAPORE.
THE Steamship

"BISAGNO,"
having arrived from the above ports, Con-
signees of Cargo by her are hereby informed
that their goods are being landed at their risk
into the Godowns of the Hongkong and Kow-
loon Wharf and Godown Company, whence
delivery may be obtained. Perishable Goods
to be taken delivery of immediately.

All damage packages must be left in the
Godowns, and a certificate obtained from the
Godown Company within seven days after the
vessel's arrival here, after which no claims will
be recognised.

No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 13th
instant will be subject to rent.

Bills of Lading will be countersigned by
CARLOWITZ & CO.,
Agents.

Hongkong, 6th November, 1900. [7]

FROM HAMBURG, BREMEN, ROTTER-
DAM, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"AMBERIA,"
Captain A. Wagner, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before 5 P.M.,
TO-DAY, the 8th inst.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Limited,
and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 16th instant will be
subject to rent.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA SUEZ CANAL	AGAMEMNON	Brit. str.	—	Nish	BUTTERFIELD & SWIRE	To-morrow.
LONDON, &c. VIA PORTS OF CALL.	COBOMANDEL	Brit. str.	—	F. W. Vibert, R.N.R.	P. & O. S. N. Co.	On 24th inst., at Noon.
LONDON VIA SUEZ CANAL	AXAX	Brit. str.	—	Batt	BUTTERFIELD & SWIRE	On 27th inst.
LONDON VIA SUEZ CANAL	ANTENOR	Brit. str.	—	Jackson	BUTTERFIELD & SWIRE	On 11th Dec.
LONDON	CANTON	Jap. str.	—	C.F. Lockstone, R.N.R.	P. & O. S. N. Co.	On or about 29th inst.
LIVERPOOL DIRECT	TANTALUS	Ger. str.	—	Gregory	BUTTERFIELD & SWIRE	On 17th inst.
BREMEN, VIA PORTS OF CALL.	BAVERN	Ger. str.	—	H. Blecker	MELCHERS & CO.	On 14th inst., at Noon.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	HAKATA MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 16th inst., at Daylight.
MARSEILLES, &c. VIA PORTS OF CALL.	TOKIN	Frech. str.	—	Vaquier	MESSAGERIES MARITIMES	On 19th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP, V. SPORE, &c.	AWA MARU	Jap. str.	—	N. Trenat	NIPPON YUSEN KAISHA	On 30th inst., at Daylight.
HAVRE & HAMBURG	SUEVIA	Ger. str.	—	Forek	CARLOWITZ & CO.	On 19th inst.
HAVRE & HAMBURG	AMERICA	Ger. str.	—	A. Wagner	CARLOWITZ & CO.	On or about 20th Dec.
HAVRE & HAMBURG	ARAGONIA	Ger. str.	—	Jansen	CARLOWITZ & CO.	On or about 30th Dec.
HAVRE & HAMBURG	WITTENBERG	Ger. str.	—	Hempel	CARLOWITZ & CO.	On or about 8th Jan.
HAVRE & HAMBURG	SAMBIA	Ger. str.	—	Schmidt	CARLOWITZ & CO.	On or about 20th inst.
NEW YORK VIA SUEZ CANAL	HILLOLEN	Brit. str.	—	—	DODWELL & CO., LIMITED	On or about 20th Dec.
NEW YORK VIA SUEZ CANAL	DEVONSHIRE	Brit. str.	—	—	SHEWAN, TOMES & CO.	On or about 20th Dec.
NEW YORK VIA SUEZ CANAL	VERONA	Brit. str.	—	—	CARLOWITZ & CO.	On or about 28th Dec.
NEW YORK	GLENGARRY	Brit. str.	—	—	McGREGOR BROS. & CO.	On 25th inst.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 21st inst.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	RIJUN MARU	Jap. str.	—	A. Dixon	DODWELL & CO., LIMITED	On 24th inst., at 4 p.m.
VICTORIA, B.C., &c. VIA SHANGHAI, &c.	MILOS	Ger. str.	—	J. W. Ekstrand	NIPPON YUSEN KAISHA	On or about 27th inst.
PORTLAND OREGON VIA JAPAN	COPTIC	Jap. str.	—	—	T. M. STEVENS & CO.	On 17th inst., at Noon.
SAN FRANCISCO VIA AMOY, &c.	AMERICA MARU	Jap. str.	—	—	O. & O. S. N. Co.	On 24th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	CITY OF PEKING	Amr. str.	—	—	TOYO KASEN KAISHA	On 4th Dec., at Noon.
SAN DIEGO, &c. VIA MOJI, &c.	CARLEISLE CITY	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 28th inst.
AUSTRALIAN PORTS	EASTERN	Brit. str.	—	—	GIBB, LIVINGSTON & CO.	On 15th inst., at 4 p.m.
TRIESTE, VIA STRAITS, CALCUTTA, COLOMBO, &c.	KASUGA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 17th inst., at 4 p.m.
YOKOHAMA & KOBÉ	SIBERIA	Ital. str.	—	—	SANDER, WIELKE & CO.	To-day, at 4 p.m.
YOKOHAMA, VIA NAGASAKI & KOBÉ	CHINGTU	Brit. str.	—	—	P. & O. S. N. Co.	On or about 30th inst.
KOBÉ & YOKOHAMA	HITACHI MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 23rd inst., at Daylight.
NAGASAKI, KOBÉ & YOKOHAMA	SHINANO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 26th inst., at Noon.
SHANGHAI & JAPAN	KONIG ALBERT	Ger. str.	—	—	BUTTERFIELD & SWIRE	To-day.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	TAIWAN	Brit. str.	—	—	MELCHERS & CO.	Quick despatch.
SHANGHAI	SHANSHI	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst., at Noon.
SHANGHAI	SORBAON	Brit. str.	—	—	F. & O. S. N. Co.	To-day, at Noon.
SHANGHAI	BENGAL	Brit. str.	—	—	P. & O. S. N. Co.	On or about 10th inst.
SHANGHAI	HAICHING	Brit. str.	—	—	DOUGLAS LARRAIK & CO.	On or about 23rd inst.
SWATOW, AMOY & FOCHOW	ANPING MARU	Jap. str.	—	—	MIYOSI BUSSAN KAISHA	On 14th inst., at Daylight.
SWATOW, AMOY & TAIWAN	TAMU MARU	Jap. str.	—	—	MIYOSI BUSSAN KAISHA	On 18th inst., at Daylight.
POOCHOW VIA SWATOW & AMOY	AKASHI MARU	Jap. str.	—	—	MIYOSI BUSSAN KAISHA	On 21st inst.
MANILA	DIAMANTE	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 15th inst., at 5 p.m.
MANILA	MENMUIR	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 14th inst., at Noon.
BOMBAY, VIAS NAGASAKI & COLOMBO	KAGOSHIMA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	

SHIPPING.

ARRIVALS.

Nov. 10, CHOYBAKO, British str., 1,194, Bowker, Canton 10th Nov., General.—JARDINE, MATHESON & CO.

Nov. 10, SHANES, British str., 1,250, Carnaghan, Canton 10th Nov., General.—BUTTERFIELD & SWIRE.

Nov. 10, TAIWAN, British str., 1,109, Harder, Canton 10th Nov., General.—BUTTERFIELD & SWIRE.

Nov. 10, MOHAWK, British transport, 4,211, Tabh, Tak 4th November.

Nov. 10, AIRLIE, British str., 2,500, St. John, George, Sydney 18th Oct., Brisbane 20th, Townsville 23rd, Cairns 24th, Cooktown 24th, Thursday Island 26th, Port Darwin 26th and Manila 7th Nov., experienced moderate to fresh northerly winds from Sydney to Thursday Island, thence to Basilian Straits light variable winds and fine weather; thence to Manila very strong N.W. winds, squally with rain, and head sea; thence to port S.E. gale and high confused sea, the wind eventually hauling round S.W., the ship being in the vicinity of the typhoon which passed over Hongkong.

The British steamer *Sobroon*, from London 4th October and Singapore 4th November, experienced N.W. winds and fine weather till off the Farquers, when the wind hauled to the north, blowing in fiercer squalls and every indication of a typhoon to the northward. Steamed south till the wind hauled west, then steered for Hongkong, stopping, and steering to the south as the ship approached the typhoon. Experienced a fresh gale with hard squalls and blinding rain with a heavy confused swell from the N.E. and N.W. The ship behaved most splendidly, no damage being done. The weather cleared this morning when about 40 south of Gap Rock, and continued to improve till arrival.

Nov. 10, YUENKANG, British str., 1,123, P. H. Rolfe, Manila 7th Nov., General.—JARDINE, MATHESON & CO.

Nov. 11, BABELBERG, German str., 1,338, Buchen, Java 31st Oct., Sugar.—EAST ASIATIC TRADING CO.

Nov. 11, EASTERN, British str., 3,500, Windrop, Ellis, Kobo 6th Nov., General.—GIBB, LIVINGSTON & CO.

Nov. 11, FEICHERO, British str., 989, J. Gordon, Haiphong 8th Nov. and Haiphong 9th, General.—JENSEN & CO.

Nov. 11, FOREST DALE, British steamer, 2,215, Crispsey, put back.—BRANDAO & CO.

Nov. 11, HELIOS, Norwegian str., 833, Chr. Eitrem, Hongay 9th Nov., Coals.—E. A. TRADING CO.

Nov. 11, HENRY, British str., 1,040, Mackinnon, Poochow 9th Nov., General.—CHRISTIE.

Nov. 11, LIGHTNING, British str., 2,122, J. G. Spence, Calcutta 19th Oct. and Straits 3rd Nov., General.—D. SASSOON, SONS & CO.

Nov. 11, MENMUIR, British str., 1,268, R. W. Wood, Manila 7th Nov., Hemp and Sugar.—SHEWAN, TOMES & CO.

Nov. 11, PRIYANG, German str., 897, Kohler, Moji 5th Nov., Coal.—SHIMBES & CO.

Nov. 11, ZIBENGHIA, British transport, 2,690, Johnston, Shanghai 7th November.

Nov. 11, USDAUSTON, British cruiser, 5,600, A. C. Clarke, R.N., Wooming 8th November.

Nov. 11, GEFION, German cruiser, 4,307, from Canton.

CLEARANCE.

AT THE HARBOR MASTER'S OFFICE.
10th NOVEMBER.

Midairu Hare, Japanese str., for Swatow.

DEPARTURES.

Nov. 10, SUEVIA, British str., for Manila.

Nov. 10, CATHAY, Russian str., for Marseilles.

Nov. 10, LOONGMOON, German str., for Canton.

Nov. 10, SABINE RICKMERS, British str., for Canton.

Nov. 10, CHANGSHA, British str., for Sydney.

Nov. 10, CHUSAN, British str., for Europe.

Nov. 11, MAIZUYU MARU, Japanese str., for Swatow.

VESSELS IN DOCK.

ABERDEEN DOCKS.—Don Juan de Austria, Chingtu, H.M.S. Janus, Menelaus, Tartar, Trym, Chwoszczan.

COSMOPOLITAN DOCK.—

SHIPPING REPORTS.

The British steamer *Yuenyang*, from Manila 7th Nov., had strong N.E. winds to heavy gale, with tremendous sea.

The British steamer *Eastern*, from Kobo 6th Nov., had dull, overcast weather to Tung Yang; from thence to Lamcocks strong N.E. wind and sea, threatening, with falling barometer. From the Lamcocks wind shifting to S. and S.W. with heavy S.S.W. swell, barometer falling. Weather clearing and barometer rising when approaching the port.

The British steamer *Haiching*, from Fochow 6th Nov., Amoy 7th and Swatow 9th, had fresh N.E. monsoons and clear weather to Swatow. From Swatow to port strong gale with high and irregular sea, gale commencing from N.E. and veering suddenly to S.W. Heavy rain at times.

Steamers in Amoy.—*Lodogai*, *Swangle* and *H.M.S. Zeis*. In Swatow.—*Taiwan*, *Wong* and *Chefoo*. Nov. 10th spoke str. *Formosa* and a Glen Line steamer, reported all well.

The British steamer *Menmair*, from Manila 7th Nov., encountered a heavy S.W. swell, with moderate S.E. breeze, gradually increasing into strong gale, with high and dangerous cross sea

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"SHANSHI," Captain Carnaghan, will be despatched as above TO-DAY, the 12th inst., at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 12th November, 1900. [2805]

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBÉ.

THE Company's Steamship

"CHINGTU," Captain Williams, will be despatched as above TO-DAY, the 12th inst., at 4 p.m.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th November, 1900. [2735]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"AGAMEMNON," Captain Nish, will be despatched as above TO-MORROW, the 13th November.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd October, 1900. [2563]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"KONIG ALBERT," OF THE NORDDEUTSCHER LLOYD, Captain O. Clippers, due here with the outward German Mail about the 13th inst., will leave for the above places about 24 hours after arrival.

For further Particulars, apply to NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, 10th November, 1900. [8]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANPOO.

THE Company's Steamship

"ANPING MARU," Captain S. Atsuni, will be despatched for the above ports on WEDNESDAY, the 14th inst., at Daylight.

For Freight or Passage, apply to THE MIYOSI BUSSAN KAISHA, Agents.

Hongkong, 8th November, 1900. [1443]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL SETAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS.

KAGOSHIMA MARU BOMBAY, VIA SINGAPORE and COLOMBO WEDNESDAY, 14th Nov., at NOON.

HAKATA MARU MARSEILLES, LONDON, and PENANG, COLOMBO & PORT SAID FRIDAY, 16th Nov., at DAYLIGHT.

HITACHI MARU KOBÉ and YOKOHAMA FRIDAY, 23rd Nov., at DAYLIGHT.

KASUGA MARU SYDNEY and MELBOURNE, via MANILA THURSDAY ISLAND, TOWNVILLE and BRISBANE FRIDAY, 23rd Nov., at 4 P.M.

RIJUN MARU VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBÉ and YOKOHAMA SATURDAY, 24th Nov., at 4 P.M.

SHINANO MARU NAGASAKI, KOBÉ and YOKOHAMA MONDAY, 26th Nov., at NOON.

AWA MARU MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID FRIDAY, 30th Nov., at DAYLIGHT.

N. Trenat

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager. [12]

Hongkong, 30th October, 1900.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

SHANGHAI SOBROON About 10th Nov. Freight or Passage.

SHANGHAI L.M. Wilmer, R.N.R. About 23rd Nov. Freight or Passage.

LONDON, &c. B. S. Barcham Noon, 24th Nov. See Special Advertisement.

LONDON F. W. Vibert, R.N.R. Nov. Freight or Passage.

YOKOHAMA VIA NAGASAKI CANTON About 29th Nov. Freight or Passage.

YOKOHAMA & KOBÉ C.F. Lockstone, R.N.R. Nov. (Passing through the Inland Sea). Freight or Passage.

G. K. Wright Nov. Freight or Passage.

PASSENGER SEASON, 1901.

s.s. PLASSY 7,240 tons March 30th MARSEILLES and LONDON DIRECT.

s.s. SOBROON 7,382 tons April 27th Without Transhipment.

For Further Particulars, apply to A. M. MARSHALL, Acting Superintendent. [1]

Hongkong, 5th November, 1900.

HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

NORDDEUTSCHER LLOYD

(FREIGHT SERVICE).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

SUEVIA { HAVRE, BREMEN, HAMBURG } On 19th } Freight.

..... { (via COLOMBO) } November. } Freight.

AMBRIA { HAVRE & HAMBURG } About 6th } Freight.

..... { (London with transhipment in Hamburg) } December. } Freight.

ARAGONIA { HAVRE & HAMBURG } About 20th } Freight.

..... { (London with transhipment in Hamburg) } December. } Freight.

WITTENBERG { HAVRE & HAMBURG } About 30th } Freight.

..... { (London with transhipment in Hamburg) } December. } Freight.

SAMBIA { HAVRE & HAMBURG } About 8th } Freight.

..... { (London with transhipment in Hamburg) } January. } Freight.

For further particulars as to Freight, Passage, etc., apply to CARLOWITZ & CO., AGENTS.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST. [13]

Hongkong, 11th October, 1900.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI.

INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA.

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Tons	Captain	Proposed Sailing
TACOMA	2,811	A. Dixon	November 28
BRAMAR	3,601	W. Watt	December 6
GOODWIN	4,421	A. Jackson	December 12
DUKE OF FIFE	3,821	J. S. Cox	December 20

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52.

Excellent accommodation. First class Table. Doctor and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA TO NEW YORK in 44 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, £35.

The best route to the KLONDIKE GOLD FIELDS. Frequent Sailings from Victoria and TACOMA TO DTEA and St. MICHAEL.

Rates of Passage to other Ports on application.

A Special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 5th November, 1900. [10]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA.

AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

"EMPEROR OF INDIA," Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 21st Nov. 1900

"EMPEROR OF JAPAN," Comdr. H. Prybs, R.N.R. WEDNESDAY, 19th Dec. 1900

"EMPEROR OF CHINA," Comdr. E. Archibald, R.N.R. WEDNESDAY, 16th Jan. 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANT

VESSELS ON THE BERTH

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN AND QUEENSLAND
Ports, and taking through cargo to ADE-
LAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship

"EASTERN."
Captain Ellis will be despatched for the above
ports on THURSDAY, the 15th November,
at 4 P.M.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.
N.B.—Return Tickets issued by this Com-
pany to and from Australia are available for
return by the steamers of the China Navigation
Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 29th October, 1900. [2769]

AUSTRIAN LLOYD'S STEAM NAVI-

GATION COMPANY.

STEAM FOR
SINGAPORE, PENANG, CALCUTTA,
COLOMBO, ADEN, SUZ, PORT
SAID, FUME AND TRIESTE.

(Taking Cargo at through rates to the BRAZILS,
SOUTH AFRICA, MADRAS, RED SEA, BLACK
SEA, LEBANT, MALTA, VENICE and
ADRIATIC PORTS).

THE Company's Steamship

"SILEZIA."
Captain P. Craglietto, will be despatched as
above on SATURDAY, the 17th inst., P.M.

For information as to Passage and Freight,
apply to
SANDER, WIELER & Co.,
Agents.

Hongkong, 7th November, 1900. [6]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

(TAKING CARGO AT LONDON RATES.)

THE Company's Steamship

"TANTALUS."

Captain Gregory, will be despatched as above

on SATURDAY, the 17th November.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 12th October, 1900. [2846]

CALIFORNIA AND ORIENTAL

STEAMSHIP COMPANY.

IN CONNECTION WITH THE

ATCHAFSON, TOPEKA AND SANTA FE

RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO

AND SAN FRANCISCO,

VIA INLAND SEA OF JAPAN AND

HONOLULU.

TAKING CARGO AND PASSENGERS

TO JAPAN PORTS AND

HONOLULU.

THE UNITED STATES

MEXICO, CENTRAL AND SOUTH

AMERICA, &c.

S.S. "CARLISLE CITY"..... On 20th Nov.

S.S. "KYARVEN"..... On 12th Dec.

2,463 Tons

THE Steamship "CARLISLE CITY"

will be despatched for SAN DIEGO AND

SAN FRANCISCO VIA MOI, KOBE,

YOKOHAMA AND HONOLULU, on TUES-

DAY, the 20th November.

Through Bills of Lading issued to any point

in the United States.

Cargo will be received on board until 5 P.M.

the day previous to sailing. Parcel Packages

will be received at the Office until the same

time. All parcels should be marked to address

in full. Value of same is required.

Consular Invoices, to accompany Cargo des-

tined to points beyond San Diego, should be

sent to the Company's Office, addressed to the

Collector of Customs, San Diego.

For further information as to Freight or

Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan.

Hongkong, 8th November, 1900. [14]

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, OCEAN, AUS-

TRALIA, INDIA, ADEN, EGYPT,

MEDITERRANEAN PORTS,

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PENANG, GULF, CONTINENTAL

AND AMERICAN PORTS.

THE Company's Steamship

"COROMANDEL."

Captain F. W. Vibert, R.N., carrying Her

Majesty's Mails, will be despatched from this

for Bombay on SATURDAY, the 24th Novem-

ber, at Noon, taking passengers and cargo for

the above ports.

Silk and Valuables, all cargo for France, and

Tea for London (under arrangement) will be

transhipped at Colombo into a steamer proceed-

ing direct to Marseilles and London; other

cargo for London, &c., will be conveyed via

Bombay with transhipment.

Parcels will be received at this Office until 4

P.M. the day before sailing. The contents and

value of all packages are required.

Shippers are particularly requested to note

the terms and conditions of the Company's

Bills of Lading.

For further particulars, apply to

A. M. MARSHALL,
Acting Superintendent.

Hongkong, 12th November, 1900. [1]

UNITED STATES AND CHINA-JAPAN

STEAMSHIP LINE.

(Ros. M. SLOAN & CO., HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"VERONA."

Captain Hansen, will be despatched for the

above port on or about 28th December.

For Freight apply to

CARLOWITZ & CO.,
Agents.

Hongkong, 8th November, 1900. [288]

VESSELS ON THE BERTH

OCCIDENTAL AND ORIENTAL

STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS

TO JAPAN, THE UNITED

STATES,

MEXICO, CENTRAL AND SOUTH

AMERICA, AND EUROPE, VIA THE

OVERLAND RAILWAYS AND

ATLANTIC AND OTHER CONNECTING

STEAMERS.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, In-

land Sea, Yokohama, and Honolulu).....

SATURDAY, Nov. 17, at Noon.

GAMIC (via Shanghai, Nagasaki, Kobe, In-

land Sea, Yokohama, and Honolulu).....

TUESDAY, Dec. 11, at Noon.

DORIC (via Shanghai, Nagasaki, Kobe, In-

land Sea, Yokohama, and Honolulu).....

SATURDAY, Jan. 5, at Noon.

THE Company's Steamship "COPTIC"

will be despatched for SAN FRAN-

CISCO VIA SHANGHAI, NAGASAKI, KOBE,

INLAND SEA, YOKOHAMA, AND

HONOLULU on SATURDAY, the 17th

November, 1900, at Noon.

Steamers of this line pass through the IN-

LAND SEA OF JAPAN and call at HONO-

LULU and passengers are allowed to break

their journey at any point en route.

Through Passage Tickets granted to Eng-

land, France, and Germany by all trans-Atlantic

lines of Steamers, and to the principal cities of

the United States or Canada. Rates and partic-

ulars of the various Routes may be obtained

upon application.

Special rates (first class only) are granted to

Missionaries, members of the Naval, Military,

Diplomatic, and Civil Services, to European

officials in service of China and Japan, and to

Government officials and their families.

Passengers who have paid full fare for em-bar-

king at San Francisco for China or Japan (or

vice versa) within one year, will be allowed dis-

count of 10 per cent. This allowance does not

apply to through fares from China and Japan to

Europe.

All PARCEL PACKAGES should be marked to

address in full; and same will be received at the

Company's Office until FIVE P.M. the day pre-

vious to sailing.

Consular Invoices to accompany Cargo des-

tined to points beyond San Francisco in the

United States should be sent to the Company's

Office, addressed to the Collector of Customs, San

Francisco.

For further information as to Freight or

Passage apply to the Agency of the Company,

Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 24th October, 1900. [14]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA

OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, In-

land Sea, Yokohama, and Honolulu).....

SATURDAY, Nov. 24, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, In-

land Sea, Yokohama, and Honolulu).....

TUESDAY, Dec. 18, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, In-

land Sea, Yokohama, and Honolulu).....

SATURDAY, Jan. 12, at Noon.

THE Twin-Screw Steamship

"AMERICA MARU"

will be despatched for SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, KOBE,

INLAND SEA, YOKOHAMA, AND HONO-

LULU on SATURDAY, the 24th November,

1900, at Noon, taking Freight and Passengers

for Japan, the United States, and Europe.

Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at HONO-

LULU, and Passengers are allowed to break

their journey at any point en route.

Through Passage Tickets granted to Eng-

land, France, and Germany by all trans-Atlantic

lines of steamers, and to the principal cities of

the United States or Canada. Rates may be

obtained upon application.

Passengers holding through ORDERS TO

EUROPE have the choice of overland Rail

routes from San Francisco, including the

SOUTHERN PACIFIC, CENTRAL PACIFIC,

UNION PACIFIC, DENVER AND RIO GRANDE,

and NORTHERN PACIFIC RAILWAYS; also the

CANADIAN PACIFIC RAILWAY on payment of

25¢ in addition to the regular tariff rate.

Passengers holding orders for OVERLAND

CITIES in the United States have between

San Francisco and Chicago, the option of the

SOUTHERN PACIFIC, CENTRAL PACIFIC,

UNION PACIFIC, DENVER AND RIO GRANDE,

and other direct connecting Railways, and from

Chicago to destination the choice of direct lines.

Particulars of the various routes can be had

on application.

Special rates (first class only) are granted to

Missionaries, members of the Naval, Military,

Diplomatic, and Civil Services, to European

officials in service of China and Japan, and to

Government officials and their families.

Through Bills of Lading issued for trans-

portation to Yokohama and other Japan Ports,

to San Francisco, to Atlantic and Inland Cities

of the United States, via Overland Railway, to

Havana, Trinidad, and Demerara, and to ports

in Mexico, Central and South America, by the

Company's and connecting Steamers.

Freight will be received on board until 4 P.M.

the day previous to sailing. Parcel Packages

will be received at the Office until 5 P.M. same

day; all Parcel Packages should be marked to

address in full; value of same is required.

Consular Invoices to accompany Cargo des-

tined to points beyond San Francisco in the

United States should be sent to the Company's

Office in Sealed Envelopes, addressed to the

Collector of Customs at San Francisco.

For further information as to passage and

Freight, apply to the Agency of the Company,

Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 1st November, 1900. [5]

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, PONDICHERRY, MADRAS,

CALCUTTA, DJIBOUTI, EGYPT,

MARSAILLES, MEDITERRANEAN

AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX.

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 19th November, 1900,

at 1 P.M., the Company's Steamship

"TONKIN," Captain Vaquier, with Mails,

Passengers, Specie and Cargo, will leave this

port for MARSAILLES via ports of call,

WITHOUT TRANS-SHIPMENT.

Cargo and Specie will be registered for Lon-

don as well as for Marseilles, and accepted in

transit through Marseilles for the principal

places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 P.M.

Specie and Parcels until 3 P.M. on the 18th

November. (Parcels are not to be sent on board;

they must be left at the Agency's Office.) Con-

tents and Value of Packages are required.

For further Particulars, apply at the Com-

pany's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 6th November, 1900. [2]

THE OSAKA SHOSHEN KAISHA,

LIMITED.

FOR POOCHOW VIA SWATOW AND

AMOY.

THE Company's Steamship

"AKASHI MARU."

Captain K. Suzuki, will be despatched for the

above ports on WEDNESDAY, the 21st inst.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 8th November, 1900. [2524]

GLEN LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENHARRY."

Captain F. Gedy, will be despatched for the

above port on the 25th November, 1900.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW,
Agents.

Hongkong, 26th October, 1900. [2746]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"AJAX."

Captain Batt, will be despatched as

